

立法會
Legislative Council

LC Paper No. CB(1) 1135/01-02
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Ref : CB1/PL/PLW/1

Legislative Council
Panel on Planning, Lands and Works

Minutes of Meeting held on
Friday, 4 January 2002 at 8:30 am
in Conference Room A of the Legislative Council Building

- Members present** : Dr Hon TANG Siu-tong, JP (Chairman)
Hon LAU Ping-cheung (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, JP
Hon James TO Kun-sun
Hon WONG Yung-kan
Hon Timothy FOK Tsun-ting, SBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi
Hon IP Kwok-him, JP
- Non-Panel Members attending** : Hon CHOY So-yuk
Hon Henry WU King-cheong, BBS
- Member absent** : Hon LAU Wong-fat, GBS, JP
- Public officers attending** : Item IV

Mr M J BYRNE
Principal Assistant Secretary/Works Policy & Safety
Works Bureau

Mr H I KWONG
Chief Assistant Secretary/Technical Services
Works Bureau

Mr W H KO
Assistant Director/Projects & Development
Drainage Services Department

Mr Y T CHEUNG
Chief Engineer/Consultants Management
Drainage Services Department

Mr M H LEUNG
Senior Engineer/Drainage Master Plan
Drainage Services Department

Mr Y F KAN
Senior Engineer/Project Management
Drainage Services Department

Representative of professional body and academic

Mr L M LUI
Chairman of Association of Consulting Engineers of Hong Kong

Mr Augustine LI
Member of Association of Consulting Engineers of Hong Kong

Pro Joseph H W LEE
Dean of Engineering/Redmond Chair of Civil Engineering
of the University of Hong Kong

Item V

Mr Daniel CHENG
Principal Assistant Secretary/Planning
Planning and Lands Bureau

Mrs Erika HUI
Assistant Commissioner for Tourism
Economic Services Bureau

Mrs Ava NG
Deputy Director of Planning
Planning Department

Miss H Y CHU
Chief Town Planner/Housing & Land Supply
Planning Department

Clerk in attendance : Ms Anita SIT
Chief Assistant Secretary (1)6

Staff in attendance : Mrs Queenie YU
Senior Assistant Secretary (1)6

I Confirmation of minutes of meeting and matters arising
(LC Paper NO. CB (1) 684/01-02)

The minutes of the joint meeting of the Panel and the Panel on Environmental Affairs held on 1 November 2001 were confirmed.

Proposed overseas duty visit

2. The Chairman informed members that an informal meeting had been held on 19 December 2001 to discuss the proposal for the Panel to undertake an overseas duty visit. Five Panel members including himself, had attended the informal meeting. Thereafter, the Panel Clerk had issued a circular LC Paper No. CB(1) 688/01-02 reporting on the suggested themes, places and timing of the proposed overseas visit and the suggestion to commission the Research and Library Services Division of the Legislative Council Secretariat to conduct background research for the visit. Members were also invited to indicate if they wish to join the visit and to provide further comments and suggestions, if any.

3. Mr IP Kwok-him suggested that consideration be given to visit cities in north Europe where there were successful examples of town planning. The Chairman directed the Secretariat to follow up Mr IP's suggestion, and said that if necessary, another informal meeting would be arranged to further discuss the visit.

II Information papers issued since last meeting

4. Members noted the following information papers issued since the last meeting-

- (a) Information paper on capital works reserve fund block allocations for 2002-03 (LC Paper No. CB(1) 468/01-02(01)); and
- (b) Information paper on Tseung Kwan O Development Phase II- Grade Separated Interchange T1/P1/P2 (LC Paper No. CB (1) 583/01-02(01)).

5. The Chairman informed members that the funding proposals mentioned in items 4(a) and (b) had been discussed and endorsed by the Public Works Subcommittee (PWSC) at its meeting on 19 December 2001. He further said that during the discussion of item 4(b) at the PWSC meeting, PWSC members expressed grave concern on whether in the process of land-use planning, adequate consideration had been given to the traffic noise

factor. PWSC members therefore suggested that the issue should be addressed at the joint meeting of the Panel on Transport and the Panel on Environmental Affairs scheduled for 15 January 2002, under the item "Measures to address noise impact of existing roads". It had also been agreed that this Panel should jointly convene the meeting.

III Date of next meeting and items for discussion

(LC Paper No. CB(1) 690/01-02(01) -- List of outstanding items for discussion (issued on 31 December 2001)

LC Paper No. CB(1) 690/01-02(02) -- List of follow-up actions (issued on 31 December 2001))

6. Members agreed that the following items would be discussed at the next regular Panel meeting scheduled for 1 February 2002 at 8:30 am -

- (a) Hong Kong 2030: Planning Vision and Strategy – Stage Two Public Consultation; and
- (b) Follow-up on mediation of contractual disputes relating to the Strategic Sewage Disposal Scheme.

Members noted that item (a) was proposed by the Planning and Lands Bureau and item (b) was deferred from the special meeting on 12 December 2001 due to insufficient time.

IV Proposed drainage tunnel schemes in urban areas for flood protection

(LC Paper No. CB(1) 413/01-02 -- Paper provided by the Administration and issued on 27 November 2001

LC Paper No. CB(1) 690/01-02(03) -- Submission from the Association of Consulting Engineers of Hong Kong (issued on 31 December 2001)

LC Paper No. CB(1) 690/01-02(04) -- Submission from the Hong Kong Institution of Engineers (issued on 31 December 2001)

LC Paper No. CB(1) 690/01-02 (05) -- Submission from the Hong Kong University of Science and Technology (issued on 31 December 2001)

LC Paper No. CB(1) 734/01-02 -- Revised submission from the University of Hong Kong (issued on 4 January 2002)

7. The Chairman welcomed representatives of the Association of Consulting Engineers of Hong Kong (ACEHK), Professor Joseph LEE of the University of Hong Kong and the Administration to the meeting. Members noted that the Administration proposed three drainage tunnel schemes for flood prevention in urban areas, namely Hong Kong West Drainage Tunnel, Lai Chi Kok Transfer Scheme and Tsuen Wan

Drainage Tunnel. The proposed drainage tunnels would intercept and convey the surface runoff in mid-hill area for discharge into the sea. The estimated total project cost for the three tunnels was \$3,600 million. According to the Administration, the funding proposal for engaging consultants to carry out site investigations, environmental impact assessments, physical modelling tests and preliminary design for the three tunnel projects would be considered by the PWSC on 30 January 2002. The current schedule was to commence construction in 2006 for completion in 2010.

8. The Principal Assistant Secretary for Works (Works Policy & Safety) (PAS/W) said that the Administration had in the past few months consulted relevant District Councils, professional bodies, universities and the construction industry on the proposed drainage tunnel schemes. There was general support from these parties. The Administration was also glad to note that the views provided by professional bodies and academics for the Panel were supportive of the proposed drainage tunnel projects.

9. The Chief Engineer (Consultants Management) of Drainage Services Department (CE/DSD) then gave a power-point presentation highlighting the justifications for the proposed tunnel schemes, the relative cost of the drainage improvement works under the proposed interception approach and the traditional approach (i.e. through pipelaying), the proven experience in the interception approach overseas and the local experience in applying the tunneling technology in other infrastructure works.

10. At the invitation of the Chairman, Mr L M LUI, Chairman of ACEHK and Mr Augustine LI, member of ACEHK presented ACEHK's comments on the proposal as set out in their submission. With visual-aid equipment, Professor Joseph H W LEE, Dean of Engineering /Redmond Chair of Civil Engineering of the University of Hong Kong also presented his views on the proposed tunnel schemes as set out in his submission tabled at the meeting.

11. The Chairman also drew members' attention to the submissions from the Hong Kong Institution of Engineers and Professor TUNG Yeou-koung of the Hong Kong University of Science and Technology whose representatives/who were unable to attend the meeting.

Design and cost

12. Taking note of Professor Joseph LEE's observation of the global phenomenon of increasing frequency and magnitude of flooding, Mr Albert CHAN Wai-yip expressed concern on whether the design of the proposed drainage tunnel schemes could cater for the need for flood protection in the long run. Professor Joseph LEE responded that globally, the total quantity of rainfall had not changed significantly. The increase in the frequency and magnitude of floods was mainly attributed to the uneven global distribution of rainfall, which was in turn related to the global climatic changes. Mr Albert CHAN requested the Administration to take note of the trend of rainfall input in urban areas in drawing up the design for the proposed tunnel schemes.

13. Responding to Mr Albert CHAN's concern about the possible recurrence of the bitter experience in the tunneling works of the Strategic Sewage Disposal Scheme (SSDS), Professor Joseph LEE pointed out that the tunnels under the SSDS basically involved a much more complicated system than the proposed drainage tunnel schemes. The latter tunnels would be constructed in the upstream terrain making use of the water head available in the steep terrain while the former tunnels were constructed 150 metres below the sea level. Mr Augustine LI shared the view that excavation of the tunnels under the SSDS was subject to water pressure constraints. Some professionals in the engineering field held the view that had the tunnels been built at a lesser depth below the sea, the tunneling boring machine would have been able to function successfully in the SSDS at its maximum capacity. He also pointed out that the water infiltration problem in the SSDS tunnels was serious at an average rate of 200 litres per second. In the case of the proposed drainage tunnels, the rate of water infiltration would probably range at about 30 to 50 litres and this infiltration rate would not pose significant problems.

14. Ir Dr Raymond HO Chung-tai expressed concern on whether the water catchment areas of the proposed drainage tunnels would be large enough to achieve flood prevention purpose. The Senior Engineer (Drainage Master Plan) of Drainage Services Department (SE/DMP/DSD) advised that the tunnels would be designed to collect as much stormwater as practicable at the mid-hill level. The tunnels would be carefully aligned to minimize disturbance to the built-up areas in the vicinity and to avoid getting into the soft soil stratum or interface with underground utilities. Mr Augustine LI concurred that in designing the alignment of the tunnels, the Administration should strike a balance between maximizing the scope of the water catchment areas and minimizing the disturbance to built-up areas at the mid-hill and ground levels. He envisaged that given the experience of the Water Supplies Department (WSD) in water works tunnels in the past decades, there would not be insurmountable technical problems for constructing the proposed drainage tunnels.

15. In reply to Ir Dr HO's enquiry on overseas experience in using the proposed interception approach, SE/DMP/DSD informed members that three drainage tunnels exceeding 30 kilometres in length for flood protection using the interception approach had been constructed in Osaka, Japan. Other examples included the drainage tunnels in Tokyo and Sydney, all of which had served the flood protection purpose satisfactorily.

16. Ir Dr HO was concerned whether the geology of the urban areas concerned were suitable for construction of the tunnels. SE/DMP/DSD assured members that the proposed interception approach was a more cost-effective method than the traditional approach of enlarging or constructing additional drains or box culverts along busy roads in urban areas. He said that the proposed drainage tunnels would be designed to route through the rock stratum rather than the soft soil stratum and according to past experience, the tunneling boring method could be applied effectively for constructing tunnels at the rock stratum.

Hygiene and sedimentation issues

17. Mr Albert CHAN expressed concern that debris would be accumulated at the drainage tunnels and thus create hygiene problems. Mr Augustine LI advised that the design for the tunnels could make use of the velocity of the stormwater at the upper terrain to achieve the self-cleaning function. Citing some past examples of waterworks tunnels constructed by WSD to convey water from the Tai Lam Chung Reservoir to the Tsuen Wan Treatment Works, and from the High Island Reservoir to the Shatin Treatment Works, he said that the self-cleaning property of these tunnels had effectively prevented the occurrence of hygiene problems.

18. Mr IP Kwok-him expressed concern that the stormwater at the upper terrain would bring along sediments and rubbish, thereby causing blockage at the lower part of the tunnels. Both Professor Joseph LEE and Mr Augustine LI said that the problem could be overcome by providing trapping facilities at suitable locations at the inlets of the tunnels together with regular maintenance of the tunnels.

19. Mr Albert CHAN asked further whether the frequency of the usage of the drainage tunnels would have any bearing on the hygienic condition of the tunnels. The Chief Assistant Secretary (Technical Services) of Works Bureau (CAS/WB) advised that during the dry season, appropriate maintenance would be carried out at the drainage tunnels to maintain the required standard of hygiene. Given that the proposed drainage tunnels would be located in urban areas, Mr CHAN requested and the Administration agreed to provide supplementary information after the meeting on measures.

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(Post-meeting note: The supplementary note provided by the Administration was issued to Members vide LC Paper No. CB(1) 833/01-02 on 17 January 2002)

Consultant for the proposed tunnelling works

20. Mr IP Kwok-him sought clarification on whether overseas or local consultant(s) would be engaged for the preliminary and detailed design for the proposed drainage tunnels. CAS/WB replied that the consultants for the preliminary and detailed design works would be selected through an open tender exercise conducted in Hong Kong. Given the experience of local consultants in similar water works tunnels, the Administration did not see the need to specifically publicize the tender exercise in overseas countries.

V Focus Study on Aberdeen Harbour

(LC Paper No. CB(1)440/01-02(05) -- Paper provided by the Administration and issued on 30 November 2001)

21. The Chairman said that discussion of this item was deferred from the Panel meeting on 7 December 2001 due to insufficient time. Members noted that the Planning Department (PD) had commissioned consultants to undertake "The Focus Study on Aberdeen Harbour" (the Study). The main objective of the Study was to establish a

coherent and robust planning framework for optimizing the development potential of the Aberdeen Harbour, with particular focus on tourism, recreation and associated activities. The consultants had completed the first stage of the Study, and had proposed a development framework and conceptual development option for Aberdeen Harbour. PD was undertaking the first-stage public consultation to solicit public views on the consultants' conceptual proposals.

22. The Chief Town Planner/Housing & Land Supply of Planning Department (CTP/PD) gave a power-point presentation on the Study highlighting the objective of the study, development opportunities and constraints of the Aberdeen Harbour, the proposed development framework, the development options considered and proposed, expected community gains and the public consultation schedule for the Study.

General views

23. Members in general supported the idea of redeveloping the Aberdeen Harbour to revive the harbour as an attractive place to visit for both local and overseas visitors. They expressed concern on the overall layout of the development, the compatibility and viability of the various proposed activities, the adequacy of the transport facilities and services and the environmental and traffic impacts of the proposed development etc.

Compatibility with the overall territory development

Admin 24. Mr Albert CHAN Wai-yip considered it necessary to evaluate the proposed development framework for Aberdeen Harbour in the context of the development strategies for the territory and the southern region of the Hong Kong Island. To facilitate members' assessment, he requested the Administration to provide supplementary information to explain whether and how the proposed development framework and options for Aberdeen Harbour were compatible and complementary to the development strategies at the territorial and regional levels.

(*Post-meeting note:* The supplementary information paper provided by the Administration was circulated to Members vide LC Paper No. CB(1) 1087/01-02 on 18 February 2002.)

Progress of the Study

25. Mr Abraham SHEK Lai-him questioned the reasons for the delay of the Study, which he understood had been commissioned some years ago. The Deputy Director of Planning (DDP) clarified that there was an earlier study on the development potential of the Fish Marketing Organizations (FMO) wholesale fish market site in Aberdeen and this study had been completed. During the public consultation of this Study, the majority public view was that instead of focusing on the FMO market site, the Administration should examine the development potential of the entire Aberdeen Harbour. Against this background, the PD commissioned the subject Focus Study which commenced in March 2001. The Study area of the Focus Study covered the whole Aberdeen Harbour area stretching from Wah Kwai Estate in the west to Sham Shui Kok in the southeast,

including the waterfront areas of Aberdeen, Ap Lei Chau and part of Ocean Park. Responding to Mr SHEK's comment on the lack of information in the consultation digest attached to the Administration's information paper, DDP advised that the consultation digest sought to set out a summary of the findings of the first stage of the Study. More detailed information on the Study was available on the website of PD.

The fishing port theme

26. Mr IP Kwok-him supported the idea of providing a wide range of tourism and recreation facilities to enhance the attractiveness of Aberdeen Harbour whilst maintaining its fishing port characteristics, which had been well-known to tourists internationally for a long time. He however pointed out that the proposed development option (option 3) had not optimized the fishing port characteristics of the Harbour. To enhance the fishing port theme further, Mr IP suggested that the Administration should widen the water channel between Aberdeen and Ap Lei Chau by relocating the existing breakwaters to the Magazine Island in the west and Ap Lei Pai in the east. This would also relieve the existing congestion situation of the typhoon shelter in Aberdeen particularly during the Fishing Moratorium in the South China Sea.

27. Mr WONG Yung-kan commented that the proposed development option would enhance both the existing fishing activities and the development of the fisheries industry in Aberdeen. He echoed Mr IP Kwok-him's view, highlighting that currently, fishing vessels exceeding 35 metres in length were restricted entry to the typhoon shelter in Aberdeen. He suggested that the water zone near Ap Lei Pai would be a better location to provide shelter for large fishing vessels. Mr WONG also urged the Administration to consult the views of the fisheries industry including the fishermen association of the Southern district.

28. Noting that a wide variety of activities were proposed for the narrow water channel and the waterfront promenades including a fish market quay, a floating market, and floating restaurants, Mr WONG Yung-kan and Mr TAM Yiu-chung raised concern on the safety aspect. Mr IP Kwok-him highlighted the importance of improving and controlling the water quality of Aberdeen Harbour.

29. In response, DDP advised that the consultant would undertake assessments on the marine traffic impacts and environmental impacts of the proposed development in the second stage of the Study. The issues of safety and water quality would thus be addressed. The feasibility of the proposed tourism nodes, with tourism and recreation facilities and services as well as the relocation of breakwaters and the typhoon shelter would be evaluated in detail in the Study.

30. Mr Abraham SHEK commented that the Study had not given adequate attention to the future development of the local fisheries industry. In his view, there were opportunities for further development of the industry taking advantage of the fishing history of Aberdeen Harbour in the past, and such development would provide additional employment opportunities. Mr James TO Kun-sun said that he was less optimistic that the Study could come up with a realistic development strategy for the local fisheries

industry. Attempting to do so would inevitably delay the progress of the Study. In his view, it would be more practical to develop fish market activities at a designated area of the Aberdeen Harbour.

31. Mr TAM Yiu-chung said that workers union of the wholesale fish markets had conveyed their concern to him that the existing wholesale fish market in Aberdeen was underutilized. They considered that Government should take the opportunity of the Aberdeen Harbour development to develop more diversified fish market activities supported by efficient land and sea transport services. DDP said that Members' views would be duly considered in the second stage of the Study.

Fisherman's Wharf development

32. In reply to Mr IP Kwok-him's enquiry about the activities planned for the floating markets, DDP advised that to enhance attraction for tourists at the waterfront promenades, a wide variety of goods including souvenirs, arts and crafts, and fruits would be sold at the floating markets. The floating markets would be in close proximity to the proposed Fish Market Quay where the key focus would be fish market activities and seafood dining.

33. Mr WONG Yung-kan suggested that the Administration should draw reference from the Fisherman's Wharf Development in Taiwan where tourists could buy live fishes from the market and bring them to nearby restaurants for consumption. Nevertheless, he pointed out that the smell nuisance produced by the fish market might adversely affect the activities in the vicinity. To address this problem, he suggested that the fish market be located to the inland of Ap Lei Pai and be linked to other tourism nodes by efficient land and sea transport services. DDP said that Mr WONG's suggestion would be considered in the second-stage of the Study.

34. Citing the example of the San Francisco Fisherman's Wharf which also served as a pick-up point for tourists to go to the nearby waters for a variety of water sports activities, Mr LAU Ping-cheung enquired whether suitable facilities would be provided at the Aberdeen Harbour development to cater for the pursuit of water sports activities and other sea bound activities such as Chinese white dolphin viewing. The Assistant Commissioner for Tourism of Economic Services Bureau (AC/ESB) informed members that the potential for developing water links between the Aberdeen Harbour and other tourist areas would be considered in the second stage of the Study.

35. Mr WONG Yung-kan commented that the proposed Artificial Reef near Ap Lei Pai alongside with other fishing activities proposed for the water channel in Aberdeen Harbour should be reconsidered. Mr IP Kwok-him said that the location of the Artificial Reef was not appropriate given the presence of strong water currents in the water zone.

36. Mr WONG also considered that it might not be justified to have another maritime museum in Aberdeen Harbour given that there was already a Hong Kong Coastal Defence Museum in the Eastern District. Mr Albert CHAN considered that it

might be more appropriate to locate the proposed maritime museum near the Aberdeen Centre.

37. Ir Dr Raymond HO enquired about the intended function of the Harbour Square. DDP replied that the Harbour Square with a central location in Aberdeen Harbour would provide a spacious open space for visitors to enjoy the full view of Aberdeen Harbour. Dr HO opined that the Square should be spacious enough and up to international standard with unique features. Mr Albert CHAN shared the view that a unique design should be adopted for the Square. He also urged the Administration not to place unnecessary structures in the Square.

38. Mr Albert CHAN expressed concern that the proposed tourism nodes might be too dispersed. He considered it more desirable to focus the development at a few core areas which should be linked up by through pedestrian access facilities. In his view, a cross-channel footbridge should be built linking the Aberdeen Centre and the Ap Lei Chau Bazaar and to serve as a landmark for Aberdeen Harbour. Mr Abraham SHEK and Mr Henry WU King-cheong shared Mr CHAN's concern about the dispersed layout of the entire development and the availability of through pedestrian access facilities. Mr WU cautioned that the viability of the numerous retail operations and restaurants would be in question if the locations of tourism nodes were too dispersed. Miss CHOY So-yuk expressed concern that the proposed Harbour Square was remotely located from other key tourism nodes and suggested that it should be moved nearer to the Aberdeen Centre to enable a more focused development. Mr IP Kwok-him concurred with Miss CHOY.

39. DDP agreed that there was a need to improve pedestrian access facilities on both sides of Aberdeen Harbour. She said that similar public views that a more focused development should be planned for the Aberdeen Harbour Development had been received by the Administration, and assured members that the desirability of a more focused development mode would be carefully considered at the second stage of the Study.

Transport planning for the development

40. Referring to the recent changes to the original proposal for Route 7 proposed by the Administration, Ir Dr Raymond HO remarked that effective coordination among relevant bureaux and departments was essential to ensure that an adequate and efficient transport network was available to support the development in Aberdeen Harbour. Ir Dr HO further enquired about the estimated number of tourist visits to Aberdeen Harbour and how this had been taken into account in planning both the land and sea transport. DDP advised that the estimated tourist visits were in the order of two millions annually in the initial stage and the figure would gradually rise to about four million. She pointed out that the pattern and mode of transport for tourists would be different from those of local residents. Nevertheless, detailed traffic impact assessment would be carried out in the Study.

41. Mr TAM Yiu-chung pointed out that both internal and external transport demands and traffic flows should be carefully assessed given that roads in Aberdeen were generally narrow and that the Aberdeen Tunnel might not have the capacity to cope with the additional traffic demand. Mr Albert CHAN enquired whether there was any plan to construct an additional bridge for Ap Lei Chau to alleviate transport demand in the vicinity. DDP replied that the second stage of the Study would examine in detail the internal and external traffic arrangements for the Aberdeen Harbour with relevant inputs from the Transport Bureau and the Transport Department.

42. Given the landscape constraints of Aberdeen Harbour, Mr James TO held the view that harbour taxi would be the main transport service to link up the various tourism nodes in Aberdeen Harbour. He opined that either the Fish Market Quay or the Harbour Square should be the drop-off/pick-up point for tourists as these two nodes would be within walking distance to other key attractions. Mr TO further suggested that the Administration should consider decking part of the existing nullah adjacent to the proposed Harbour Square to provide more land for development. DDP said that the Administration had yet to finalize a suitable pick-up/drop-off point for tourists but Mr TO's views would definitely be taken into account in the detailed planning for the development.

43. Miss CHOY So-yuk held the view that the cable car terminal to the Peak was too far away from the centre of Aberdeen Harbour and thus should be reconsidered. Mr Henry WU highlighted the need to provide sufficient car parking facilities for coaches and vehicles in the vicinity. Noting that the proposed cable car terminal to the Peak was close to Wah Kwai Estate which had a bus terminal, Mr WU expressed concern on the impact of the additional tourist traffic on the residents there. DDP appreciated members' concerns and assured them that these concerns would be carefully considered.

44. Noting that a resort hotel was planned by Ocean Park as part of the Ocean Park Redevelopment, Mr LAU Ping-cheung opined that there should be adequate transport services to link up the resort hotel and other tourism nodes as the location of the resort hotel was far away from the key attractions in the Aberdeen Harbour.

Other concerns

45. Mr Abraham SHEK was concerned whether the future development/redevelopment of the industrial area in Aberdeen would be compatible with the proposed Aberdeen Harbour development. DDP advised that the main objective of the present Study was to examine the potential of Aberdeen Harbour for tourism and recreation developments, which would be compatible with the surrounding areas. She also informed Members that the future land use planning for the industrial areas was being looked into in the context of restructuring industrial areas on a territorial basis.

46. To reduce environmental nuisance caused by the scaffolding materials used for constructing temporary viewing platforms for the annual dragon boat race held in Aberdeen Harbour, Mr Albert CHAN suggested that the Administration should consider installing permanent spectator stands at the waterfront promenades for such purpose.

47. Mr Abraham SHEK was concerned how the Government would provide incentives for private developers to participate in the development of the proposed tourism nodes. DDP advised that the purpose of the current Study was to decide on the overall development framework for Aberdeen Harbour. Thereafter, the Administration would examine the viable approaches for pursuing the development. Normally, the Government would encourage private participation in this kind of development and would provide the basic infrastructure facilities to support the development.

VI Any other business

48. There being no other business, the meeting ended at 10:45 am.

Legislative Council Secretariat
26 February 2002