



18 November, 2004

Open Letter by Mail and by Fax

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Re: Cruise Terminals or a Living Harbour – or can we have both?

Further to presentations made by the Tourism Commissioner on November 4, 2004 to the Harbour-front Enhancement Committee, we understand that there is a need for Hong Kong to welcome cruise liners in an appropriate manner. We also appreciate that becoming a home port for cruise liners can create new job opportunities and may visually enhance our harbour.

However, we believe that it is wrong to address the need for a home port by first inviting (property development) proposals for an intermediate one-berth mega cruise terminal. We call on the Government to halt the tender procedures and to FIRST commence a 'Living Harbour Review'.

Given the competing requirements for the very limited land available along our harbour-fronts, a sustainable process is required to secure community support and to shorten the planning, decision making and implementation cycles for the development of vibrant harbour-fronts with world-class facilities for leisure, tourism and commerce.

Within the harbour planning process, the 'Living Harbour Review' identifies all future marine uses for Victoria Harbour based on Hong Kong's four economic pillars and the aspirations of its people. Possible uses include dinghy sailing, wind surfing, yachting, fishing, rowing, swimming, water taxis, harbour cruises, circular ferries, international cruises, China coast cruises, floating restaurants, dragon boat races, power boat racing and sea planes.



Each use will require marine facilities and land-based infrastructure. The review can identify possible locations, specify any need for piling and recommend appropriate development and implementation models. Following the review, tenders can be called for the building and management of the necessary infrastructure, including the first phase (first berth) of a multi-berth home port for cruise liners.

Further, with the 'Living Harbour Review' based on the principles of sustainable development and open to public participation, the necessary overriding public needs tests can be passed.

Following legal advice, Government departments have now classified piling for marine facilities as reclamation under the Protection of the Harbour Ordinance. It is questionable that it was the intention of the Judge to place reclamation for marine facilities under the same strict requirements as reclamation for the creation of land. This interpretation must be challenged to ensure Hong Kong achieves a world class living harbour and an exciting and interactive water-edge.

On May 1 2004 the Harbour-front Enhancement Committee started its work, which includes advising the Government through the Secretary of Housing, Planning and Lands on harbour planning.

We urge the administration and all Government departments to fully engage with the work of this committee. The 'Living Harbour Review' can be coordinated by the Harbour-front Enhancement Committee, in cooperation with the Tourism Commission, Marine Department and Planning Department. Citizen Envisioning @ Harbour offers its full support for a speedy implementation.

Yours sincerely,

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CC: Cruise Terminals or a Living Harbour – or can we have both? November 18 2004

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