

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

房屋及規劃地政局

香港花園道美利大廈



**Housing, Planning and Lands
Bureau**

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本局檔號 Our Ref. HPLB(PL) P 50/02/63

來函檔號 Your Ref.

27 April 2005

Ms Christine Loh
Chairperson
Society for Protection of the Harbour Limited
Room 602, Hoseinee House, 69 Wyndham Street
Central, Hong Kong
(Fax No.: 3101 9339)

Dear Ms Loh,

The Adventures of Victoria (維多利亞歷險記)

I refer to your letter of 22 April 2005 responding to my letter of 21 April 2005 on the story book entitled "The Adventures of Victoria" (「維多利亞歷險記」) published by your Society.

As I had said in my previous letter, we appreciate your intention in arousing the interest of children on the need to protect the Victoria Harbour. Like you, the Government is committed to protecting the Harbour. The Government has repeatedly pledged on a number of public occasions and in many public documents that apart from Central Reclamation Phase III (CRIII) and the development proposals at Wan Chai North and Kai Tak, there will be no further reclamation within the limits of Victoria Harbour. These are facts and we do not consider it appropriate or reasonable for the book to induce any doubt in the minds of readers, particularly our next generation, about the Government's sincerity and determination to protect the Harbour.

We are also concerned that the book contains some inaccurate facts and statements which could mislead the readers. The responses contained in your letter have not addressed our concern. For the sake of clarification, I attach a full elaboration on our concerns again and hope that

you and your Society will take appropriate action to pass on the correct information to the readers. Otherwise, the Government may have to consider writing to those schools, to which you have distributed the book, to alert them, and the students, of the inaccuracies identified.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Christine Chow".

(Miss Christine Chow)
for Secretary for Housing, Planning and Lands

c.c. Giordano International Limited (Fax no.: 2370 8864)
Secretary for the Environment, Transport and Works
Director of Civil Engineering and Development
Director of Environmental Protection
Director of Planning
Director of Marine

With enclosure – Annex

Annex

Government's detailed response to the letter on 22.4.2005 of the Society for Protection of the Harbour

- (a) The 2nd photo on the back of the book cover –

The Government is committed to protecting and preserving the Harbour and abiding by the law. This commitment is clear and without doubt. Any attempt to cast doubt on Government's commitment is presumptuous and uncalled for. The saying on page 28 that “根據政府已刊登憲報的填海計劃，香港正面臨失去總面積3,800公頃的海港…” is grossly misleading. As pointed out clearly in my previous letter, all the previously proposed reclamations within the Harbour have been dropped except for the remaining three of CRIII, WDII and old Kai Tak Airport. They cannot add up to the 3,800 ha as claimed in the booklet.

- (b) Reference to Statue Square and Star Ferry (page 11) –

The existing Statue Square is outside the boundary of the "Comprehensive Development Area" ("CDA") zone and any new development can only take place within the CDA boundary. The Statue Square will be there to stay and will not be demolished.

The Statue Square is zoned as "Open Space" on the approved Central District Outline Zoning Plan ("OZP"). The Government has absolutely no plan to change the use of the Statue Square. What is said in the book is therefore inaccurate. The relevant plan showing the facts is attached.

The Star Ferry Piers will not be lost as a result of reclamation. They will only be decommissioned when the reprovisioned ones are ready, thus ensuring no disruption in the Star Ferry services. The reprovisioned Star Ferry Piers, modeled on the original 1910s design, are being constructed next to the Outlying Island Ferry Piers.

- (c) Footnote on Page 13 -

It is a fact that the Central District (Extension) OZP has earmarked some land for commercial and office development. However, it is untrue to claim that “中環3期填海計劃，聲稱爲了提供土地興建道路以紓緩交通擠塞，事實上主要目的是爲了賣地賺錢。”

This statement distorts the truth that the CRIII is needed to provide land for essential transport infrastructure including the Central-Wan Chai Bypass (CWB), roads connecting CRI and II (the Road P2 network), the extended overrun tunnel of Airport Railway and the reprovisioning of the existing piers and sea-water cooling water and pumping stations. Land sale is neither the reason nor the justification for CRIII.

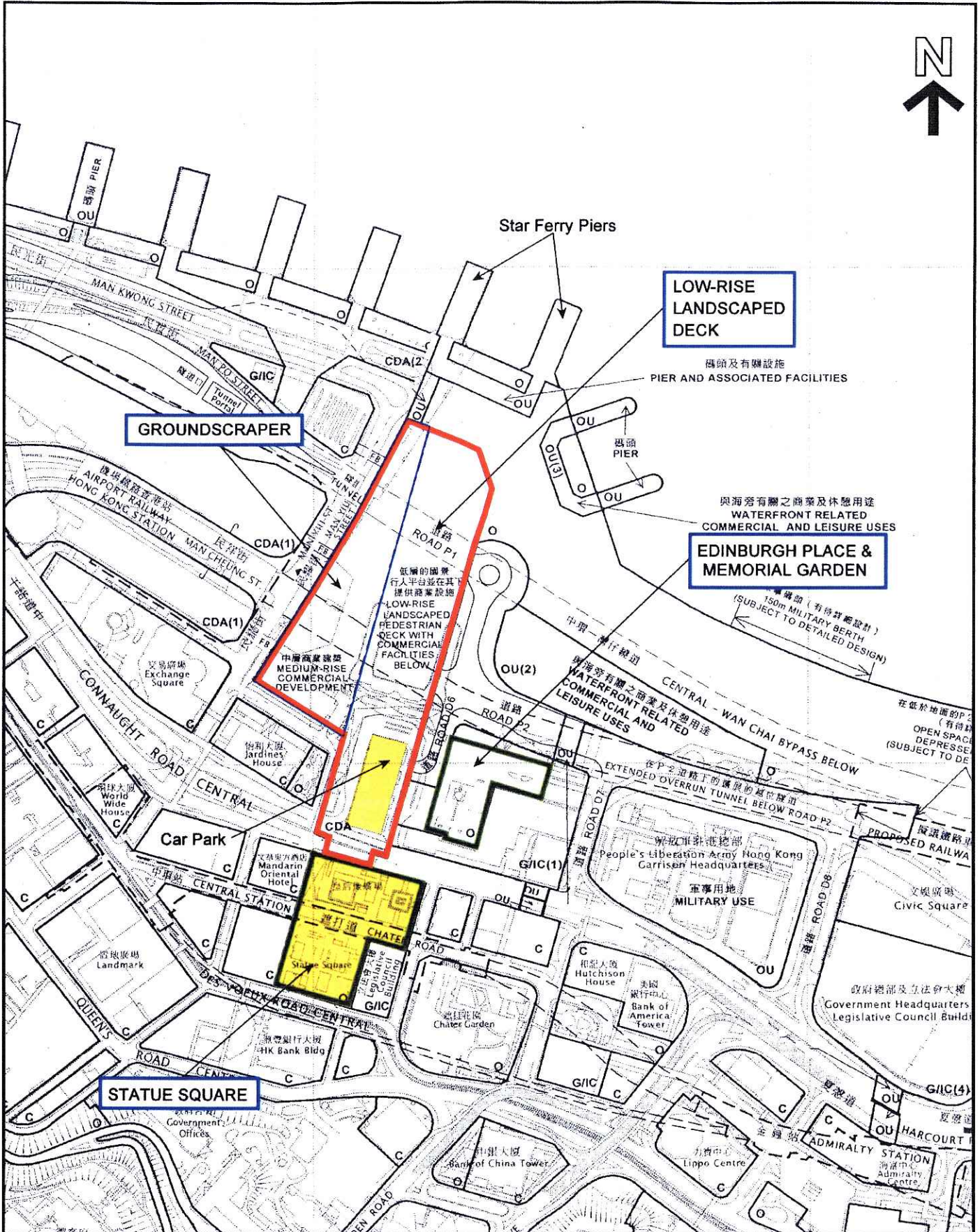
(d) Footnote on Page 20 -

The story book has said that “維港兩岸地區每日產生污水約185 萬立方米……。根據2004 年12月環保署的資料顯示，維港溶解氧僅餘4.9毫克/升，含量屬於偏低，海洋生物將因而難以維持生命。” The statement in the book suggests that as a result of water pollution, marine life cannot exist in the Harbour. The fact is with the implementation of Stage I of the Harbour Area Treatment Scheme (HATS) programme, water quality of the Victoria Harbour has seen significant improvement. There are reports of a revival of marine life in the Harbour waters as a result. The Government is working on the implementation of Stage II of the HATS which will bring even further improvement in the water quality.

(e) Footnote on Page 25 -

Reclamation itself does not cause waves. Although reclamation would reduce the area of water surface available for wave energy dissipation, such an effect would only be evident in localized areas along the coastline. This effect could be mitigated by the adoption of specially designed wave absorbing seawall which could absorb more than 50% of the wave energy. Seawall of this design is being installed in the CRIII works.

The story book quoted the incident on 21 February 2003 as a result of strong currents created by harbour reclamation. This is not the fact. The cause of the incident involving a Star Ferry “World Star” was a malfunctioned propeller. As a result, the ferry could not stop in time and hit the pier. It is therefore inaccurate to attribute the incident to strong currents resulting from reclamation.



GROUNDSCRAPER

LOW-RISE LANDSCAPED DECK

碼頭及有關設施
PIER AND ASSOCIATED FACILITIES

與海旁有關之商業及休憩用途
WATERFRONT RELATED
COMMERCIAL AND LEISURE USES
EDINBURGH PLACE & MEMORIAL GARDEN

STATUE SQUARE

LOCATION PLAN

PLANNING DEPARTMENT 

EXTRACT PLAN PREPARED ON 25.4.2005
BASED ON OZP Nos. S/H4/12 & S/H24/6

SCALE 1 : 5 000
METRES 100 0 100 200 METRES

PLAN No.
M/H24/05/1

(政府就保護海港協會二〇〇五年四月二十二日的覆函作出的詳細回應。
覆函原文為英文，此乃覆函附件的譯本。)

(a) 封面背頁第二幅圖片：

政府承諾會保護及保存海港，並且會遵守法律。此承諾十分清晰，毋庸置疑。任何行動企圖質疑政府的承諾，都是不恰當和缺乏理據的。第二十八頁內提及「根據政府已刊登憲報的填海計劃，香港正面臨失去總面積 3,800 公頃的海港…」，這說法極為誤導。我在上一封信中已明確指出，除了中區填海第三期工程、灣仔發展計劃第二期和舊啓德機場外，過去在維多利亞港範圍內建議進行的填海工程已全部取消。所有建議的填海工程，亦不是如故事書中所指共 3,800 公頃。

(b) 第十一頁有關皇后像廣場和天星碼頭的敘述：

皇后像廣場是在「綜合發展區」地帶的範圍以外，而任何新發展只可以在「綜合發展區」內進行。皇后像廣場將會繼續保持現狀，不會拆卸。

根據中區分區計劃大綱核准圖，皇后像廣場是劃作「休憩用地」。政府絕無計劃更改皇后像廣場的土地用途，因此故事書所述並不正確。現謹附上有關圖則作參考。

天星碼頭將不會因為填海而消失，只有當重置的天星碼頭啓用後，現有的才會停用，以確保天星小輪的服務不受影響。新天星碼頭將模仿一九一〇年代原本的設計，於港外線碼頭側興建，有關工程正在進行。

(c) 第十三頁的註釋：

中區(擴展部分)分區計劃大綱核准圖預留了一些土地作商業和辦公室用地發展，這是事實，但指「中環 3 期填海計劃，聲稱爲了提供土地興建道路以紓緩交通擠塞，事實上主要目的是爲了賣地賺錢。」是不正確和扭曲事實。中區填海第三期工程計劃的目的，是提供土地興建必要的運輸基建項目，包括中環灣仔繞道、連接中區填海第一期及第二期的道路(P2 道路網)、機場鐵路掉頭隧道伸延段和重置現有的碼頭和海水冷卻用水抽水站。賣地絕非中區填海第三期工程計劃的原因或理據。

(d) 第二十頁的註釋：

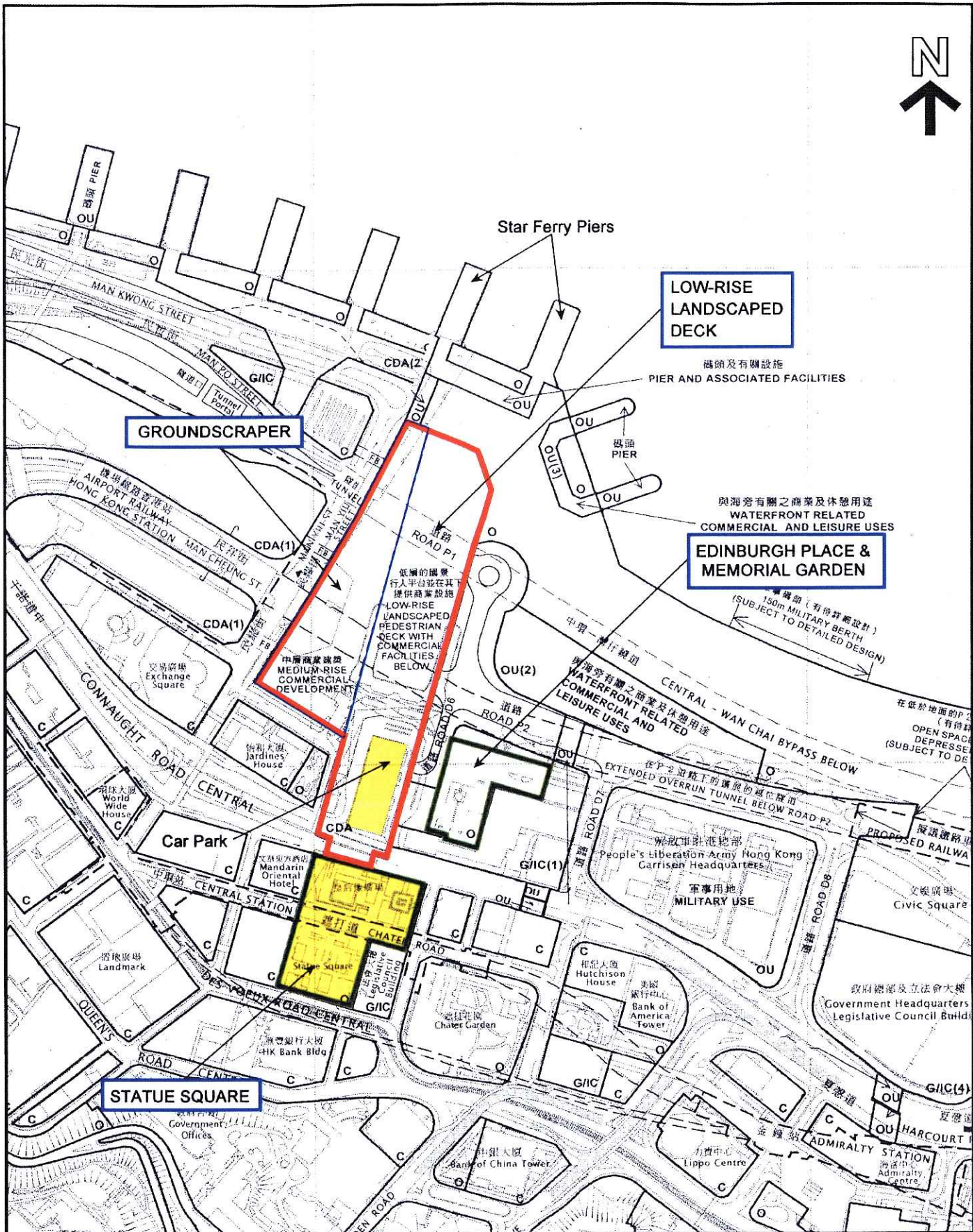
書中說：「維港兩岸地區每日產生污水約 185 萬立方米……」。根據二〇〇四年十

二月環保署的資料顯示，維港溶解氧僅餘 4.9 毫克／升，含量屬於偏低，海洋生物將因而難以維持生命。」這說法指海水污染令海洋生物無法在維港生存。事實上，實施淨化海港計劃第一期後，維多利亞港的水質已大有改善，亦有報告顯示海港水域的海洋生物有復甦跡象。政府現正着手實施淨化海港計劃第二期，該計劃將可進一步改善維港的水質。

(e) 第二十五頁的註釋：

填海本身並不會引起海浪。雖然填海會減少供海浪能量消散的水面面積，但這些影響主要集中在沿岸局部地方。若採用特別設計的吸浪海堤，將可吸去多於百分之五十的海浪能量，減輕有關影響；而中區填海第三期工程亦正在裝置這類海堤。

書中引述一宗二〇〇三年二月二十一日發生的意外，指乃填海工程造成的強大水流所引起，但這並非事實。意外涉及天星小輪「世星號」，因其螺旋槳發生故障，以致船身未能及時停下來而撞向碼頭。故此，把是次意外歸咎於填海工程所引致的強大水流，並非事實。



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EDINBURGH PLACE & MEMORIAL GARDEN

碼頭 (有待詳細設計)
150m MILITARY BERTH
(SUBJECT TO DETAILED DESIGN)

GROUNDSCRAPER

低層之商業行人平台並在其下提供商業設施
LOW-RISE LANDSCAPED PEDESTRIAN DECK WITH COMMERCIAL FACILITIES BELOW

中層商業發展
MEDIUM-RISE COMMERCIAL DEVELOPMENT

STATUE SQUARE

LOCATION PLAN

PLANNING DEPARTMENT

PLAN No.
M/H24/05/1

EXTRACT PLAN PREPARED ON 25.4.2005
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