

# **Review on Berthing and Sheltered Space for Local Vessels in Hong Kong**

**本地船隻停泊位和避風泊位面積檢討**

**Presented at Harbourfront Commission's  
Task Force on Water-land Interface Meeting  
on 20 September 2017**



- **Background**  
背景
- **Results of assessment of typhoon shelter space requirements**  
避風塘面積需求評估結果
- **Findings of the Review**  
檢討結果
- **Four Recommended Measures**  
四個建議改善措施

# Background

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## 背景

- Government seeks to provide enough sheltered space within the HK waters  
政府確保香港水域內有足夠的地方作避風停泊
- MD conducts periodic assessment of the demand and supply of sheltered space in HK on a territory-wide basis. The projection horizon is up to 2030  
海事處定期評估全港避風泊位面積的供求情況，是次評估預測至2030年
- The Review recommends practical measures with a view to addressing the challenges identified  
檢討建議可行措施以應對預期的挑戰

# Local Vessels

## 本地船隻

### Class I 第I類別



Ferry 渡輪



Launch 小輪

# Local Vessels 本地船隻

## Class II 第II類別



Dumb steel lighter  
非自航鋼躉



Tug 拖船

# Local Vessels

## 本地船隻

### Class III 第III類別



Fishing Vessel 漁船



Outboard open sampan  
舷外機開敞式舢舨

# Local Vessels

## 本地船隻

### Class IV 第IV類別



Auxiliary powered yacht  
機械輔助帆船



Open cruiser  
開敞式遊樂船



# Local Vessels 本地船隻

## Class IV 第IV類別



Cruiser 遊樂船

# Where to Take Shelter During Typhoons or Inclement Weather

## 颱風或惡劣天氣下避風泊位



Typhoon shelters are commonly used by operational vessels (Classes I – III vessels)

避風塘常為作業船隻(第I至III類別船隻)所使用

# Where to Take Shelter During Typhoons or Inclement Weather

## 颱風或惡劣天氣下避風泊位



Sheltered anchorages are commonly used by pleasure vessels (Class IV vessels)

避風碇泊處常為遊樂船隻(第IV類別船隻)所使用



# Where to Take Shelter During Typhoons or Inclement Weather

## 颱風或惡劣天氣下避風泊位

Water space in marinas is allocated by private clubs to designated pleasure vessels

遊艇會內的水域由私人會所編配給指定的遊樂船



# Results of Assessment of Typhoon Shelter Space Requirements

避風塘面積需求評估結果

# Average Annual Rate of Change in Number of Local Vessels

## 本地船隻數目平均按年變動率

	Locally licensed vessels 本地持牌船隻				Mainland visiting vessels 內地訪港 船隻
	Class I 第I類別	Class II 第II類別	Class III 第III類別	Class IV 第IV類別	
<b>Actual 實際</b>					
1995–2007	[-3.4%]	[-3.3%]	[-1.5%]	+1.7%	+1.9%
2007*–2014	-1.0%	-0.9%	+2.7%	+6.6%	-3.8%
<b>Projection 預測</b>					
2014–2030	-2.7%	-0.8%	+0.7%	+2.9%	+0.2%

\* *Merchant Shipping (Local Vessels) Ordinance* was enacted in 2007.

《商船（本地船隻）條例》在2007年生效。

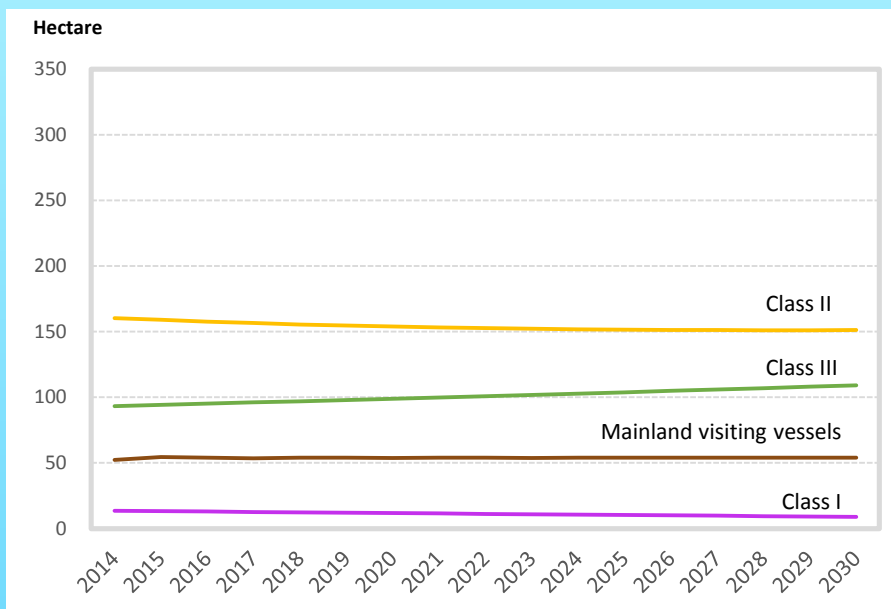
[ ] Based on the backcast series. 根據後向估計數列。

# Projected Demand from Different Classes for Sheltered Space

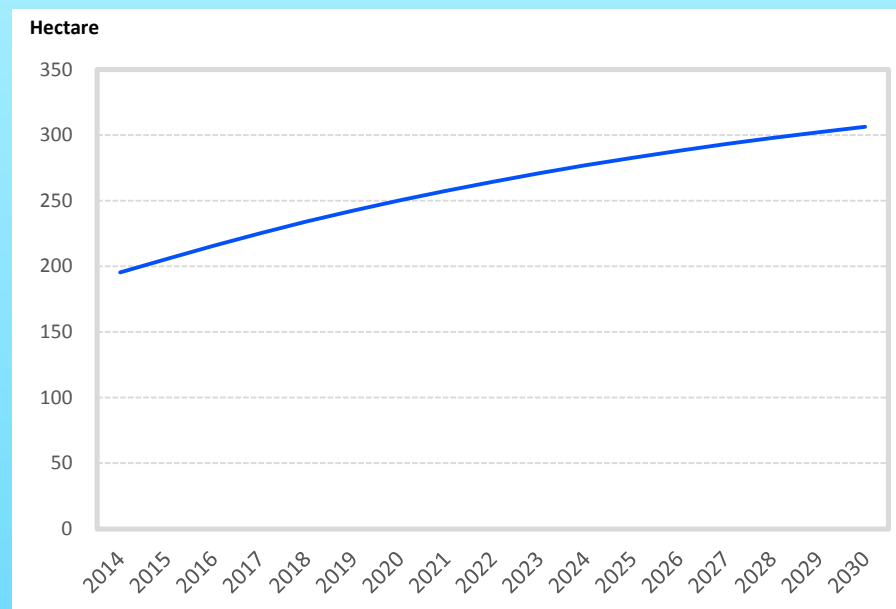
## 不同類別船隻避風泊位面積的預測需求

### Classes I – III & Mainland Visiting Vessels (Operational Vessels)

第I至III類別及內地訪港船隻  
(作業船隻)




### Class IV Vessels (Pleasure Vessels) 第IV類別船隻 (遊樂船)



# Balance of Demand and Supply of Sheltered Space – Classes I to III and Mainland Visiting Vessels (Operational Vessels)

避風泊位面積供求差異 – 第I至III類別及內地訪港船隻(作業船隻)

Hectares 公頃

	Projection 預測		
	2020	2025	2030
<b>Supply 供應*</b>	405.4	405.5	405.5
<b>Demand 需求</b>	318.4	319.6	323.3 
<b>Variance 差異</b>	<b>+87.0</b>	<b>+85.9</b>	<b>+82.2</b>

**Surplus of sheltered space  
避風泊位面積有  
剩餘供應**


\* Changes due to Central-Wanchai Bypass & Island Eastern Corridor Link Project  
因中環灣仔繞道和東區走廊連接路工程計劃而有所變動



# Balance of Demand and Supply of Sheltered Space – Class IV vessels (Pleasure Vessels)

## 避風泊位面積供求差異 – 第IV類別船隻(遊樂船)

Hectares 公頃

	Projection 預測		
	2020	2025	2030
Supply 供應*	224.1	227.6	230.9
Demand 需求	250.3	282.7	306.4 
Variance 差異	<b>-26.2</b>	<b>-55.1</b>	<b>-75.5</b>

**Shortfall in  
sheltered space**  
避風泊位面積  
供不應求

\* Changes mainly due to inclusion of sheltered anchorages in Shuen Wan Hoi, Cheung Sha Lan and Nim Shue Wan, and a proposed marina facilities in Tung Chung.

變動主因是加入船灣海、長沙欄及稔樹灣避風碇泊處，以及東涌擬建遊艇會。

# Overall Balance of Demand and Supply of Sheltered Space

## 避風泊位面積整體供求差異

Hectares 公頃

Variance 差異	Projection 預測		
	2020	2025	2030
Classes I to III & Mainland visiting vessels 第I至III類別及內地訪港船隻	+87.0	+85.9	+82.2
Class IV vessels 第IV類別船隻	-26.2	-55.1	-75.5
<b>Local vessels (Total)</b> 本地船隻 (總計)	<b>+60.8</b>	<b>+30.7</b>	<b>+6.7</b>

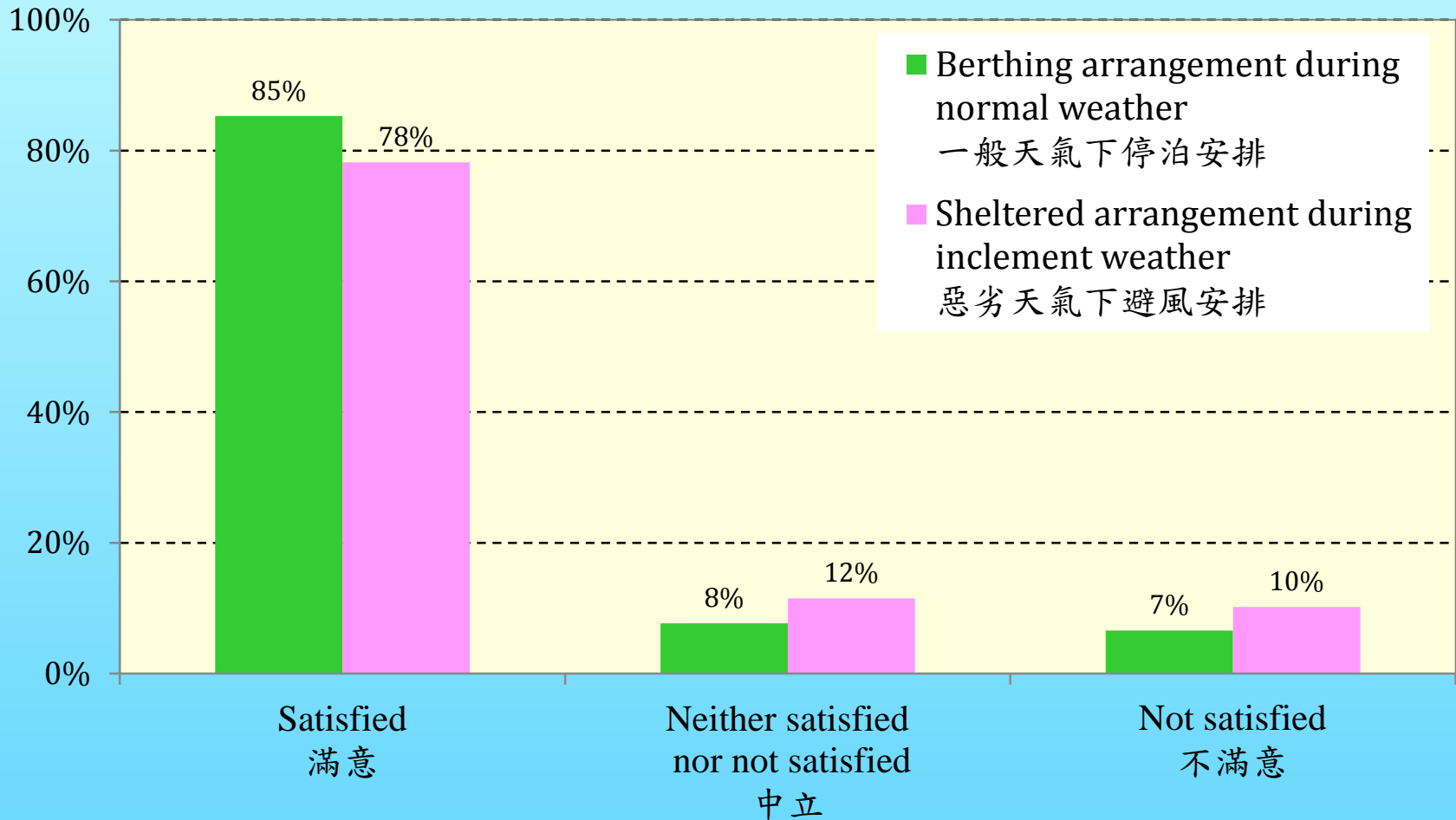
**Overall supply can *adequately meet* the demand**  
**整體供應足以應付需求**

# Findings of the Review

## 檢討結果

# Level of Satisfaction with Berthing and Sheltered Arrangement

## 對停泊和避風安排的滿意程度



# Major Factors Affecting Choice of Berthing Location

## 選擇停泊位置時主要考慮因素

- Ease of mooring vessel safely  
容易安全地停泊
- Availability of berthing space  
可供應的泊位空間
- Accessibility to land transport  
與陸路交通接駁方便
- Availability of support facilities  
(e.g. waste disposal, fuel and water supply)  
有足夠支援設施  
(如廢物處理、供油和供水設備)

# Major Suggestions for Improving Berthing and Sheltered Arrangements

## 改善停泊和避風安排的主要建議

- Ensure berthing locations to have adequate support facilities  
(e.g. waste disposal, fuel & water supply)  
確保停泊地點有足夠的支援設施  
(如廢物處理、供油和供水設備)
- Set up designated zones in typhoon shelters for different classes of vessels  
避風塘應根據不同船隻類別而劃分指定的區域
- Improve road access to remote berthing locations  
改善接駁至較偏遠的停泊地點的交通配套

# Other Findings of the Review

## 其他檢討結果

- **Sufficient berthing space** during normal weather as local vessels can station, moor or anchor in suitable waters (excepted prohibited or restricted areas).  
在正常天氣情況下**停泊面積是足夠**的，本地船隻可以於任何適當的水域（禁止及限制區域除外）停泊、碇泊或下錨。
- **Increasing competition** for typhoon shelter space, particularly due to anticipated large demand from pleasure vessels.  
鑑於遊樂船隻對避風泊位面積有龐大需求，爭用避風塘泊位面積的情況**勢將加劇**。
- Regional demand of sheltered space would exceed supply in HK Island South, HK Island West & Lantau Island North  
在地區性評估方面，港島南、港島西和大嶼山北的避風泊位面積需求大於供應。

# Pak Sha Wan (Hebe Haven) Sheltered Anchorage 白沙灣避風碇泊處

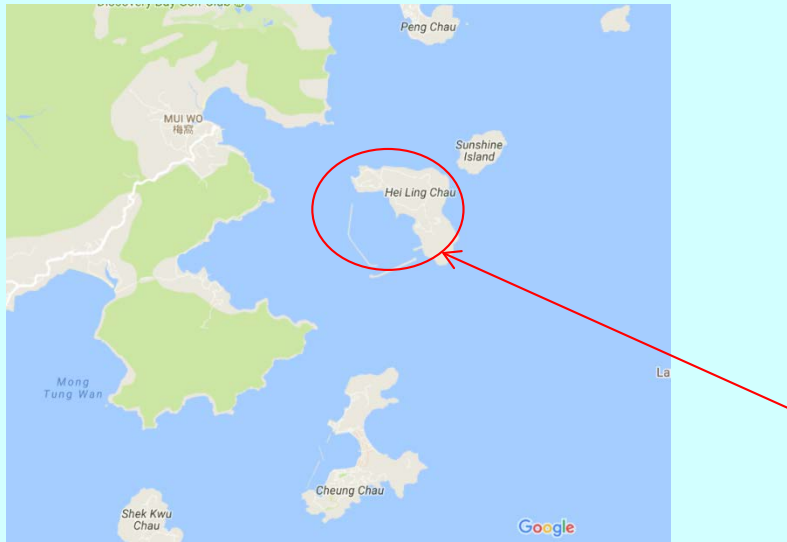
Low berthing capacity due to single-buoy mooring method  
採用單浮泡繫泊設備導致靠泊量偏低





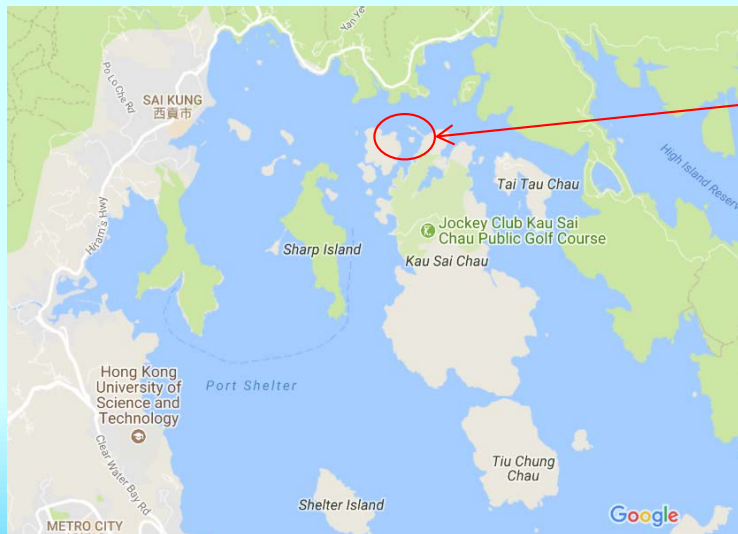
# Low Occupancy Rates in Hei Ling Chau & Yim Tin Tsai Typhoon Shelters

喜靈洲避風塘和鹽田仔避風塘使用率偏低



	Maximum Occupancy Rate during Typhoons 颱風時最高使用率			
	2014	2015	2016	2017*
Hei Ling Chau Typhoon Shelter 喜靈洲避風塘	4%	4%	11%	15%
Yim Tin Tsai Typhoon Shelter 鹽田仔避風塘	23%	13%	6%	7%

\* Up to August 23  
截至八月二十三日



# Four Recommended Measures

## 四個建議改善措施

# Four Recommended Measures

## 四個建議改善措施

1. Enhancing the utilisation of typhoon shelters  
改善避風塘的使用情況
2. Increasing berthing capacity  
增加靠泊量
3. Designation of mooring area within Kwun Tong Typhoon Shelter  
在觀塘避風塘設指定繫泊區
4. Expansion of private mooring areas  
擴展私人繫泊區

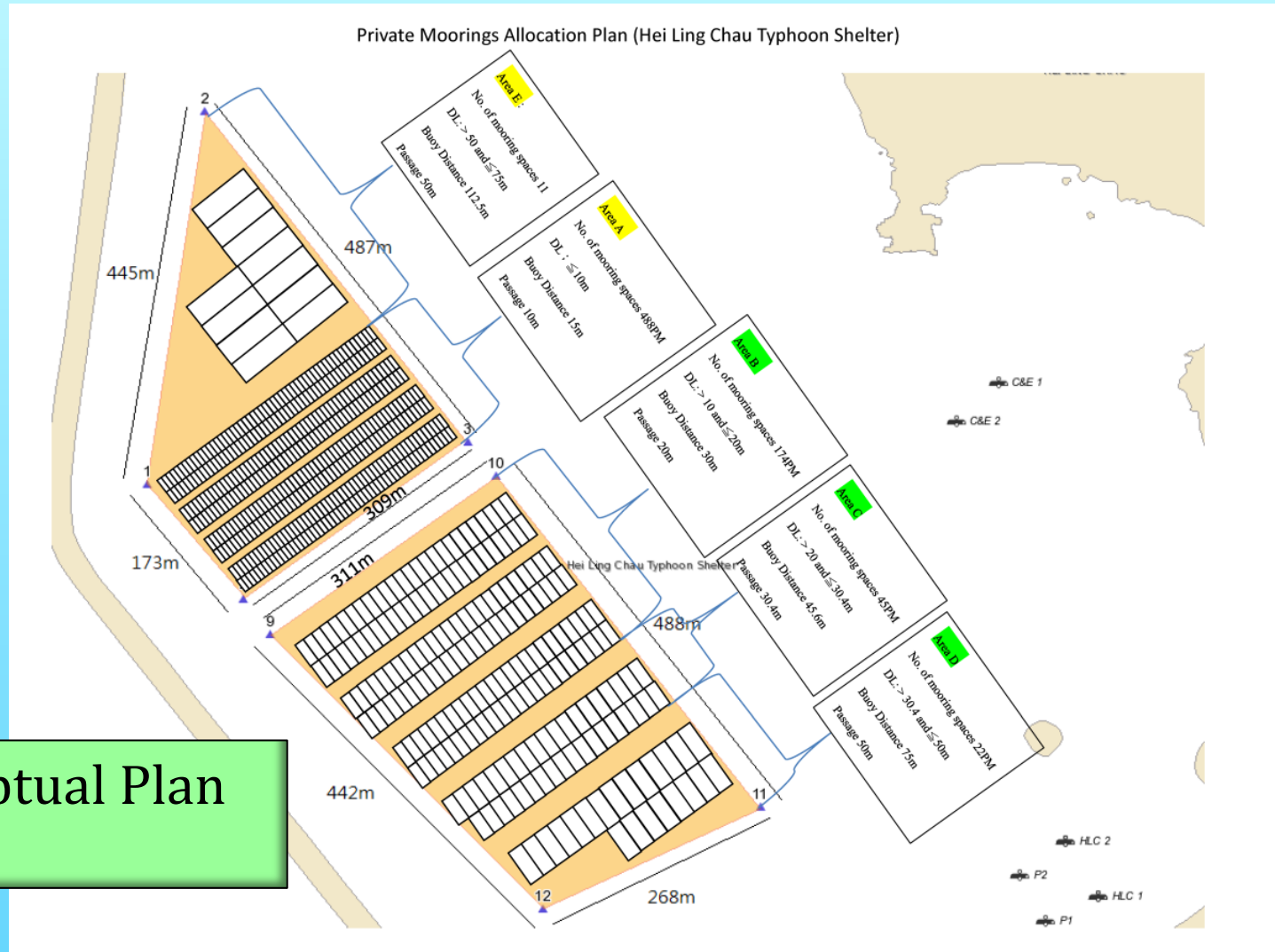
# 1. Enhancing Utilisation of Typhoon Shelters

## 改善避風塘的使用情況

- a) Laying of private moorings  
敷設私人繫泊設備
- b) Facilitation of provision of supporting services  
協助提供配套服務

# 1a. Proposed Private Moorings in Hei Ling Chau Typhoon Shelter

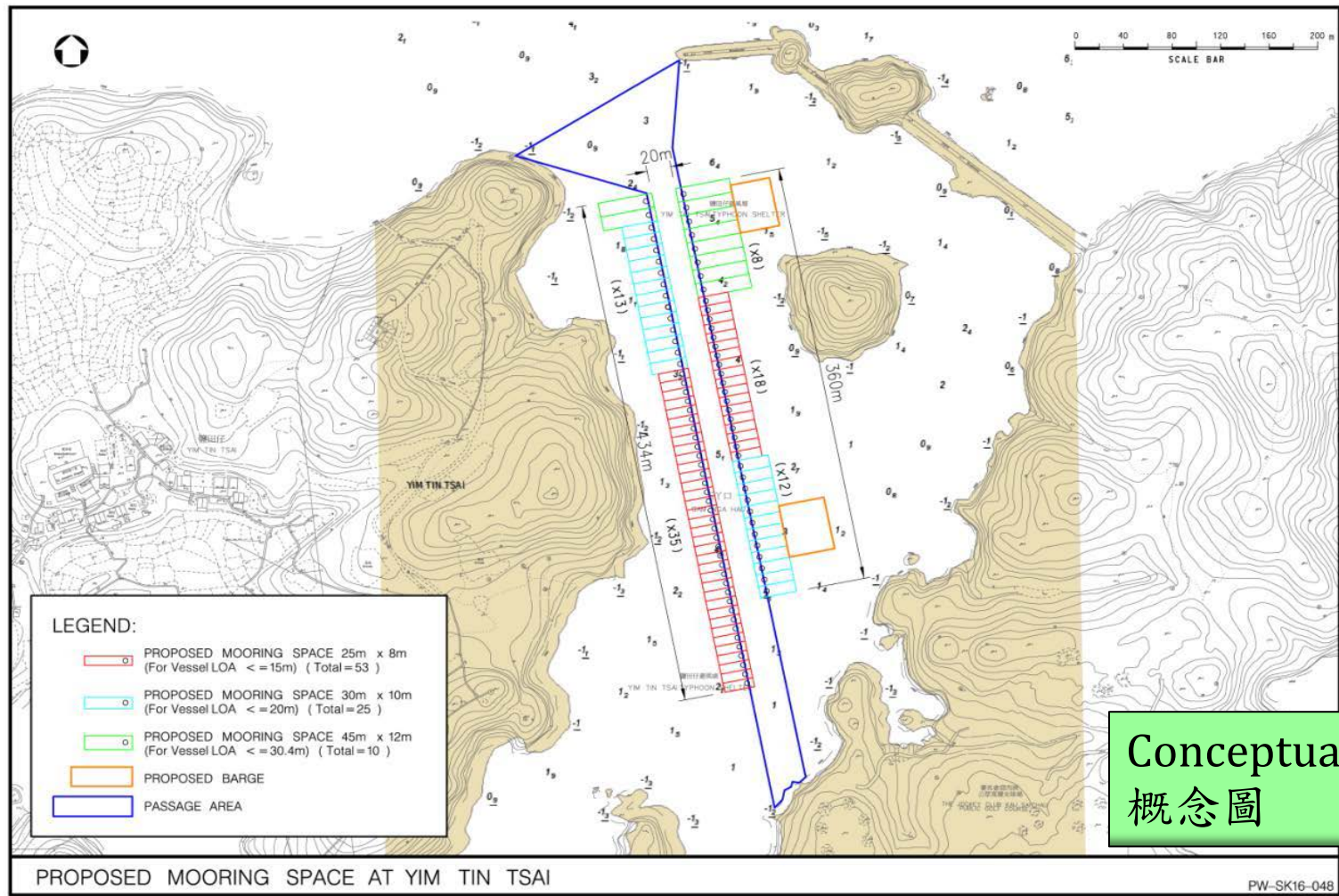
## 擬議的喜靈洲避風塘私人繫泊設備



Conceptual Plan  
概念圖

# 1a. Proposed Private Moorings in Yim Tin Tsai Typhoon Shelter

## 擬議的鹽田仔避風塘私人繫泊設備



Conceptual Plan  
概念圖

# 1b. Facilitation of Provision of Supporting Services

## 協助提供配套服務

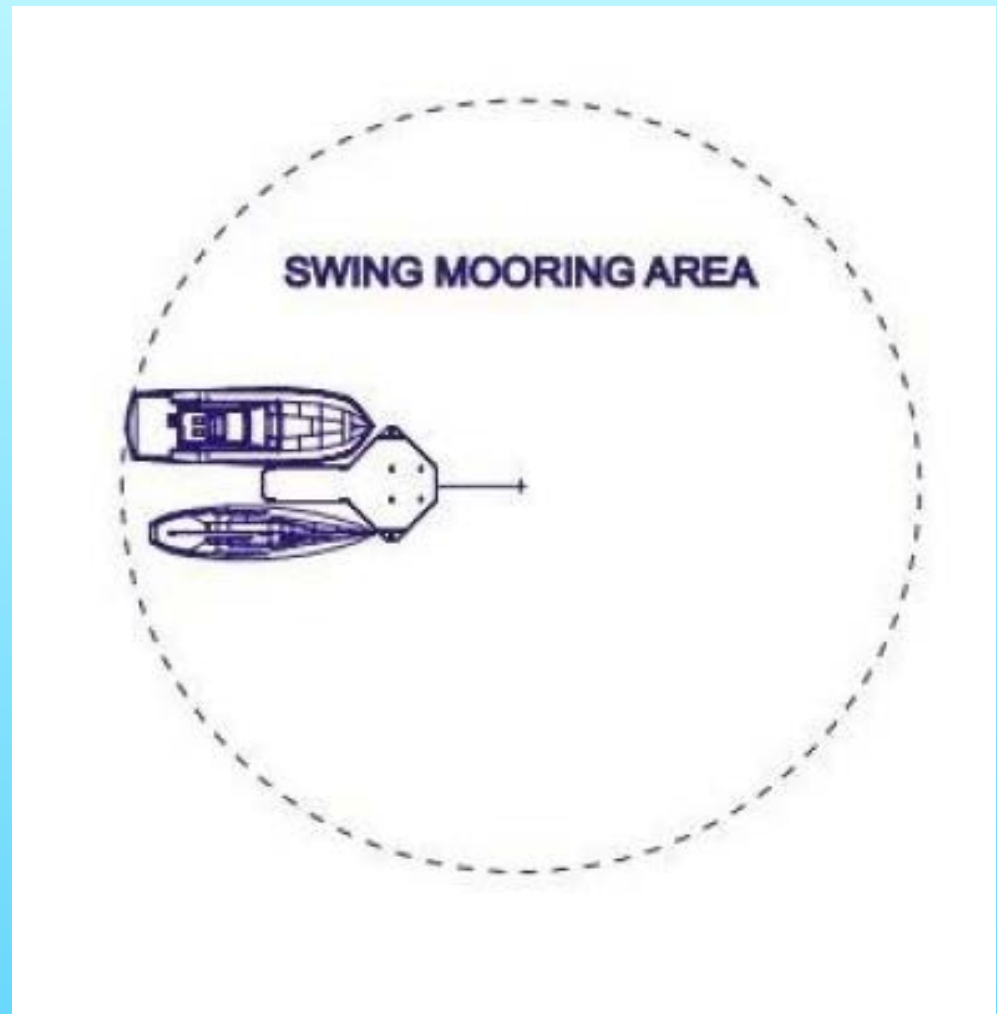
Marine Department can speed up the processing of survey and licensing of local vessels so as to provide water supply services and minor repairs in Hei Ling Chau Typhoon Shelter, and consider to establish Designated Bunkering Area outside the typhoon shelter according to the demand

海事處可加快審批船隻牌照程序，讓喜靈洲避風塘能有供水及小型船隻維修服務，並會按需要考慮在塘外設置指定加油區

## 2. Increasing Berthing Capacity at Pak Sha Wan (Hebe Haven) Sheltered Anchorage

增加白沙灣避風碇泊處靠泊量

Adopt double-berth  
pontoon moorings  
採用雙泊位浮躉繫泊  
設備





# 3. Kwun Tong Typhoon Shelter

## 觀塘避風塘



### 3. Kwun Tong Typhoon Shelter 觀塘避風塘

The trade's concern is that different classes of vessels (particularly pleasure vessels and operational vessels) berthed in close proximity could lead to:

業界表示不同類別的船隻（特別是遊樂船隻及作業船隻）近距離靠泊可能會導致：

- Minor collision 輕微的碰撞
- Compensation claim 申索賠償

# 3. Designation of Mooring Area within Kwun Tong Typhoon Shelter

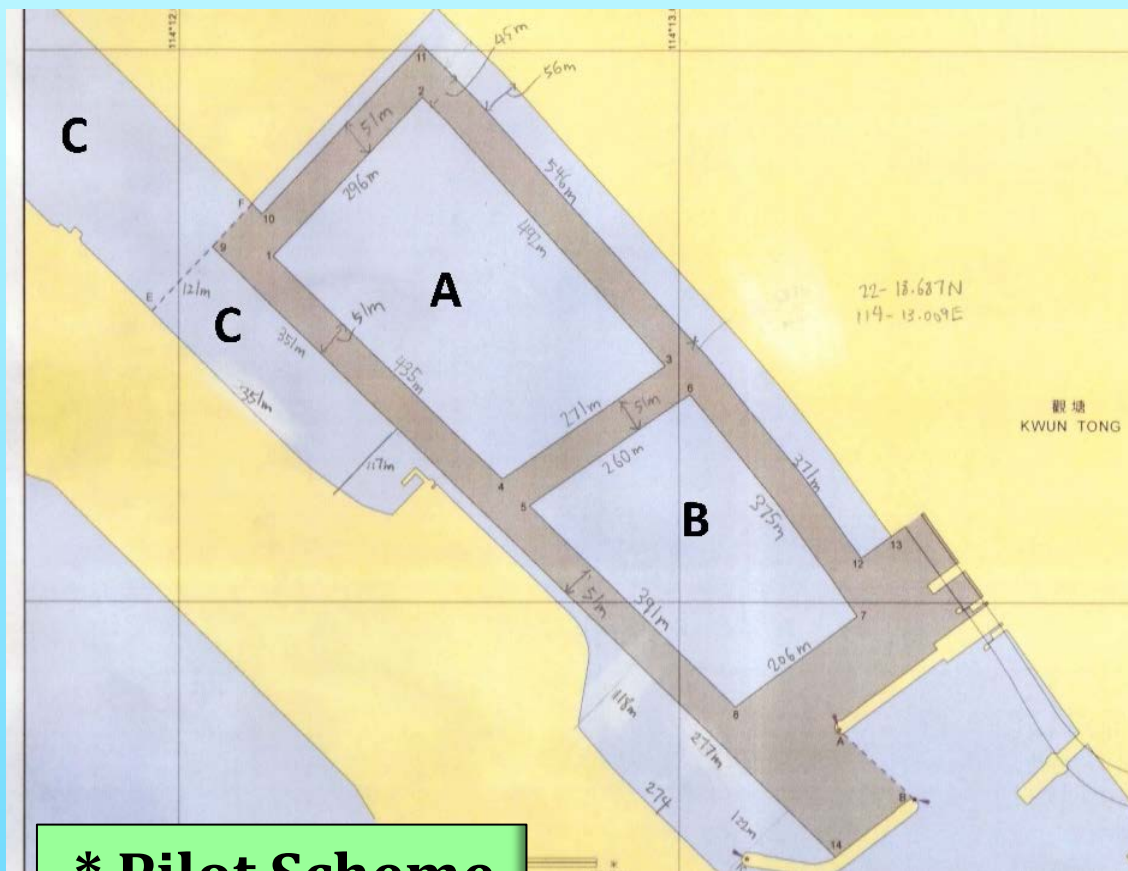
## 觀塘避風塘設指定繫泊區



**Conceptual Plan**  
概念圖

# 3. Designation of Mooring Area within Kwun Tong Typhoon Shelter

## 觀塘避風塘設指定繫泊區



**\* Pilot Scheme  
試驗計劃**

Area A for berthing by different classes of vessels  
A區給予不同類別船隻碇泊

Area B for berthing by operational vessels only (Classes I – III)  
B區只給予作業船隻(第I至III類別)碇泊

HKWSC proposes to use area C for water sports activities

香港水上運動議會希望利用C區作水上活動

# 4. Expansion of Private Mooring Area 擴展私人繫泊區



Sai Kung  
西貢

Tolo Harbour  
吐露港



Tai Mei Tuk  
大尾督

Fish Culture Zone  
魚類養殖區

# Way Forward

## 未來路向

- Consult Relevant Stakeholders (in Progress)  
諮詢有關持份者（進展中）
- Formulate Detailed Proposals of Recommended Measures  
制訂詳細實施計劃

**Thank you!**

**謝謝！**