

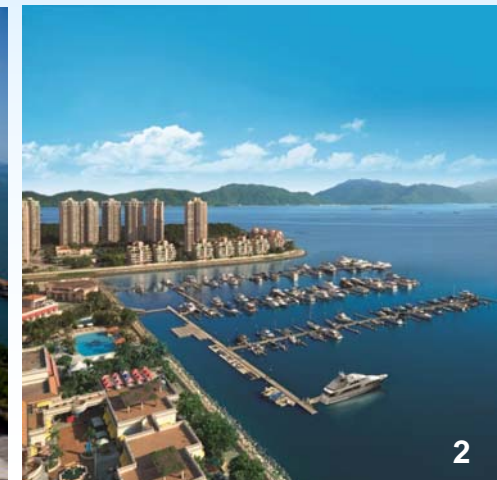


An Overview of Marina Development in Hong Kong

Secretariat

Task Force on Water-land Interface

March 2013





Outline

- a) An overview of existing marinas in Hong Kong
- b) Factors for consideration when contemplating the potential development of marinas



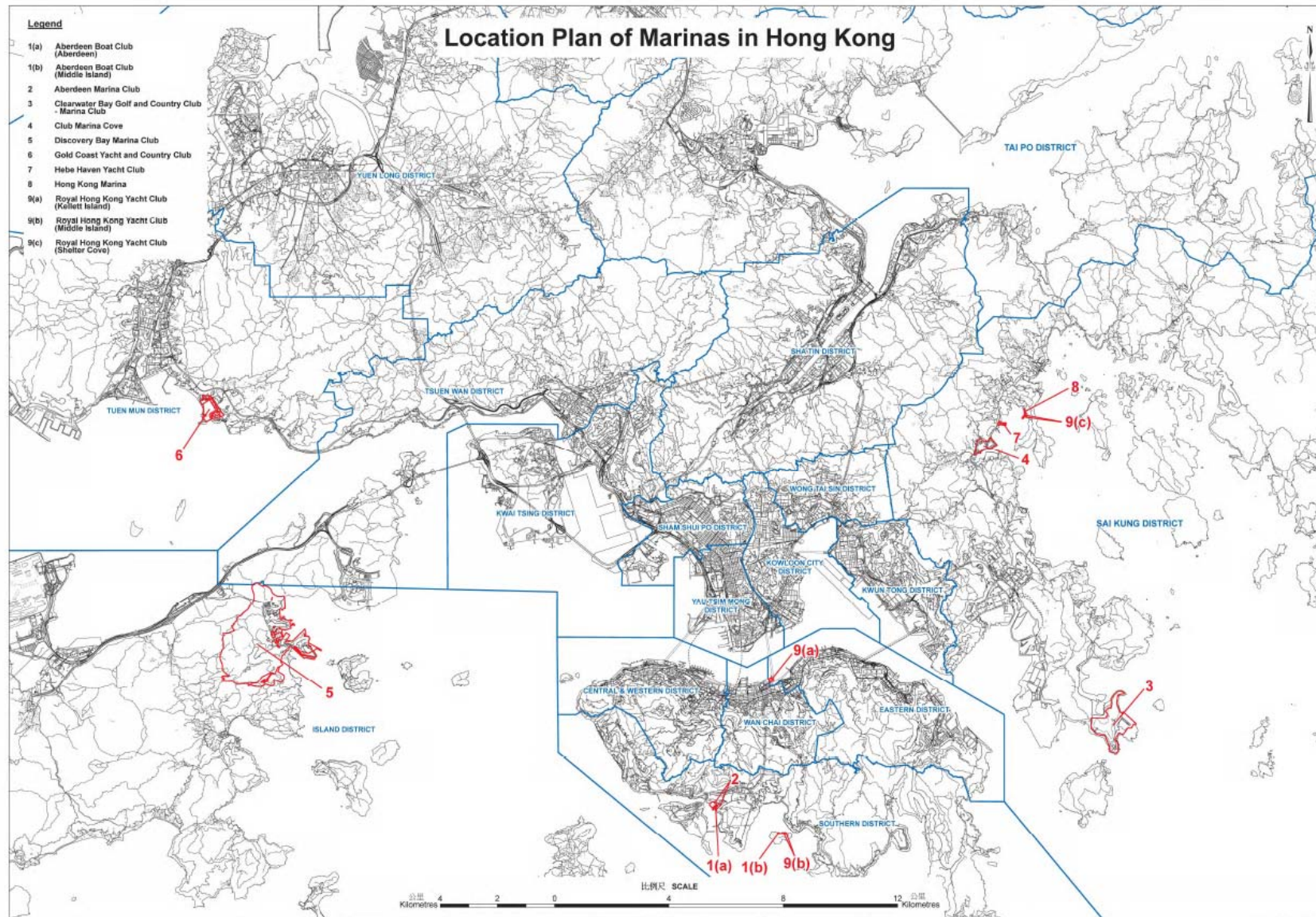


What is a Marina?

- ❖ Any **mooring areas and land areas** for harbouring of pleasure boats
 - ∞ Landing steps, floating pontoons, storage area for dinghies etc. that are directly related to the normal operation of marine activities



Marinas in Hong Kong





Categories of Marinas in Hong Kong

❖ **Marinas under private sports clubs**

☞ With policy support on recreational and sports grounds, and land was granted through PRLs at nil/nominal premium

❖ **Marinas under private developments**

☞ Part of the private residential and commercial developments

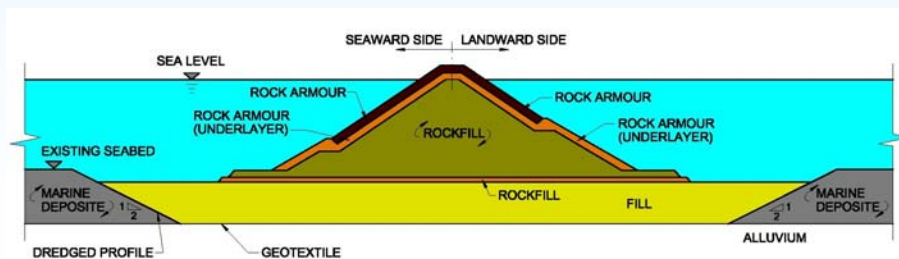
❖ **Standalone private marinas**

☞ Developed and operated by private sector with affiliated land-side club facilities

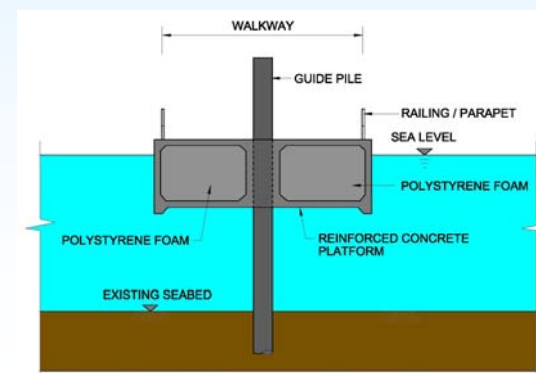
Key water-side structures – breakwaters



❖ Rubble mound



❖ Floating breakwater with structural piles



Key water-side structures – Finger Piers and Guide Piles



❖ Finger piers for wet berths

- ☞ finger-link floating structure
- ☞ comprise two parts – pontoons which provide the flotation capacity to support all loads, and decking which forms the surface of the walkway.

❖ Guide Piles

- ☞ retain a floating dock system in place under all circumstances
- ☞ typically concrete, steel, composites or wood



Guide piles

Finger piers



Associated land-side facilities

❖ Catering facilities

☞ Restaurant, bars, banqueting venue etc.

❖ Sports and recreational facilities

☞ Sauna, beauty salons, gym, ball courts etc.

❖ Car-parking and storage facilities





Operation and Management

- ❖ Allocate berthing spaces through a membership system
- ❖ Some with reciprocal and affiliated clubs
- ❖ Cost of renting a mooring/berth:
 - ⌘ Berthing spaces in water: \$1,100 - \$5,940
 - ⌘ Dry berths: usually around several hundreds



Demand for Marinas in HK

- ❖ Users of marinas: pleasure vessels
 - ☞ Open cruisers
 - ☞ Cruisers
 - ☞ Auxiliary powered yachts



Open cruisers



Cruisers

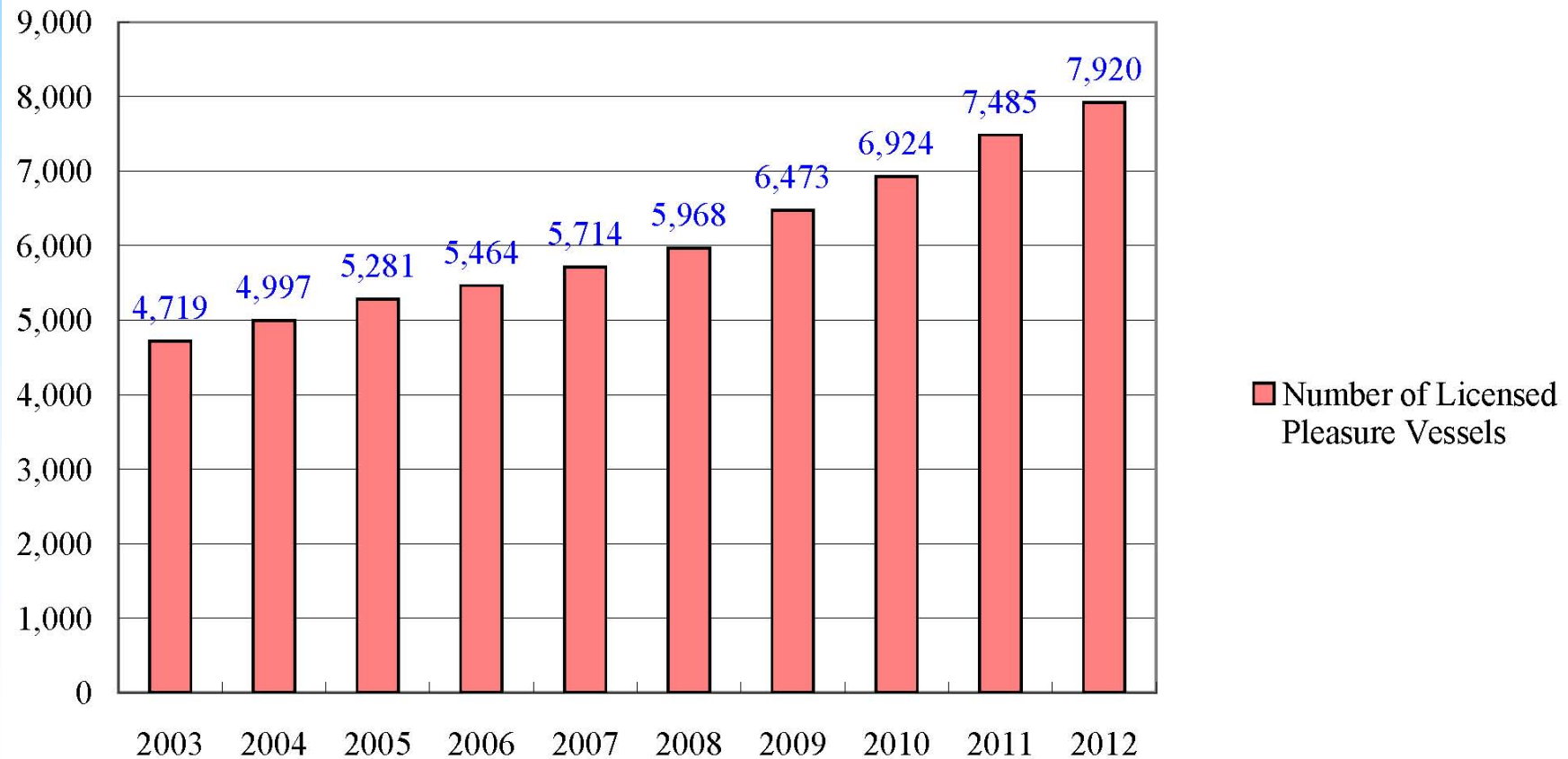


Auxiliary
Powered Yachts



Demand for Marinas in HK

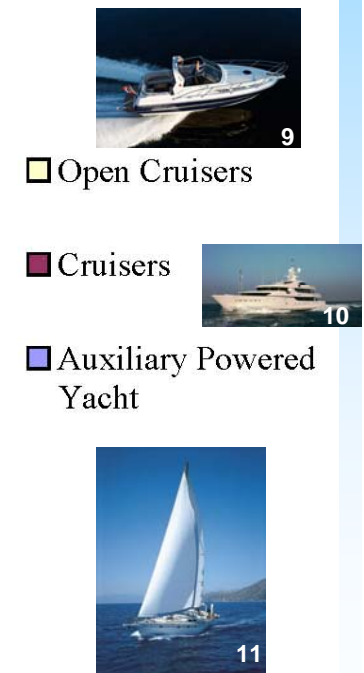
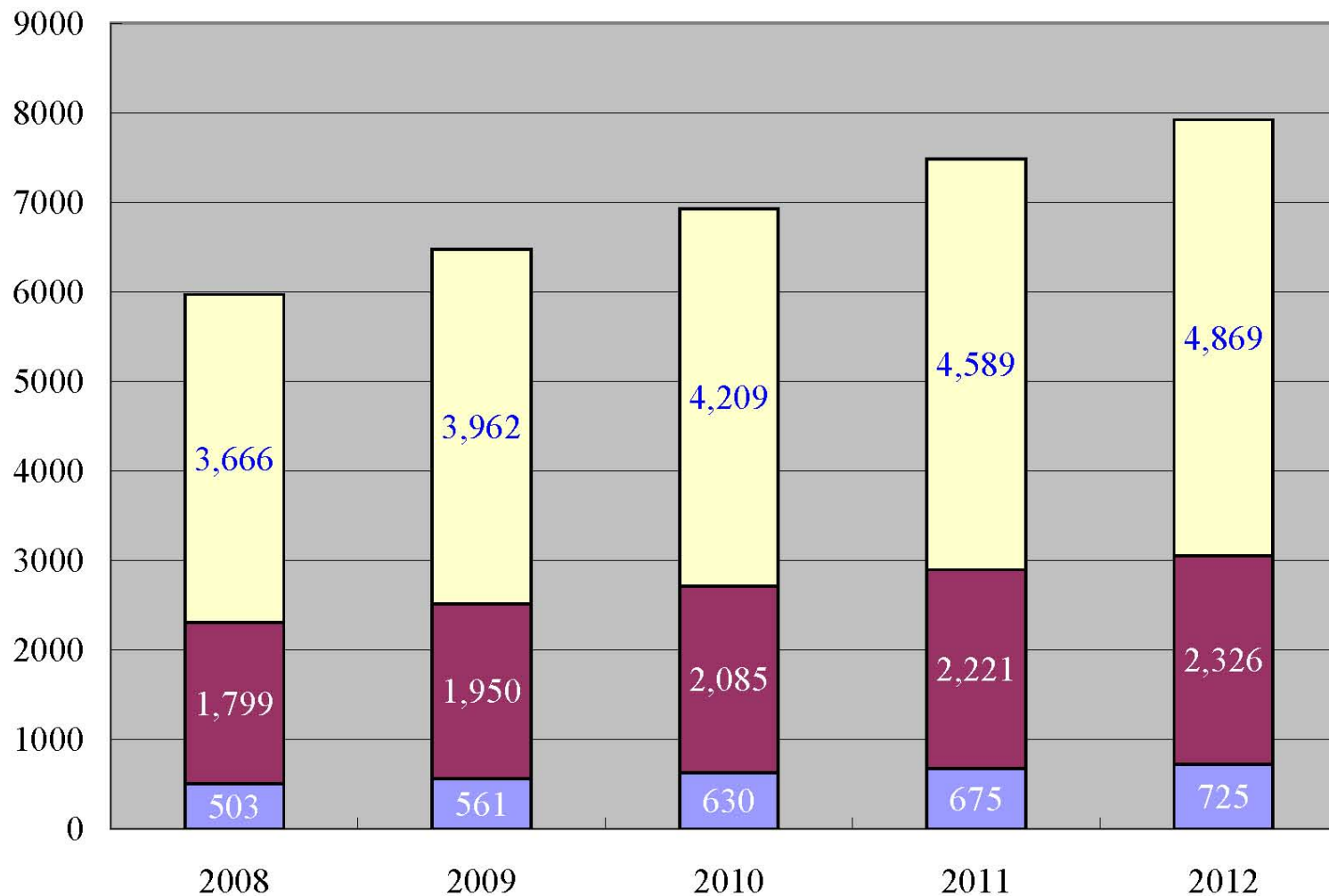
Number of pleasure vessels licensed in Hong Kong from 2003 to 2012



Demand for Marinas in HK



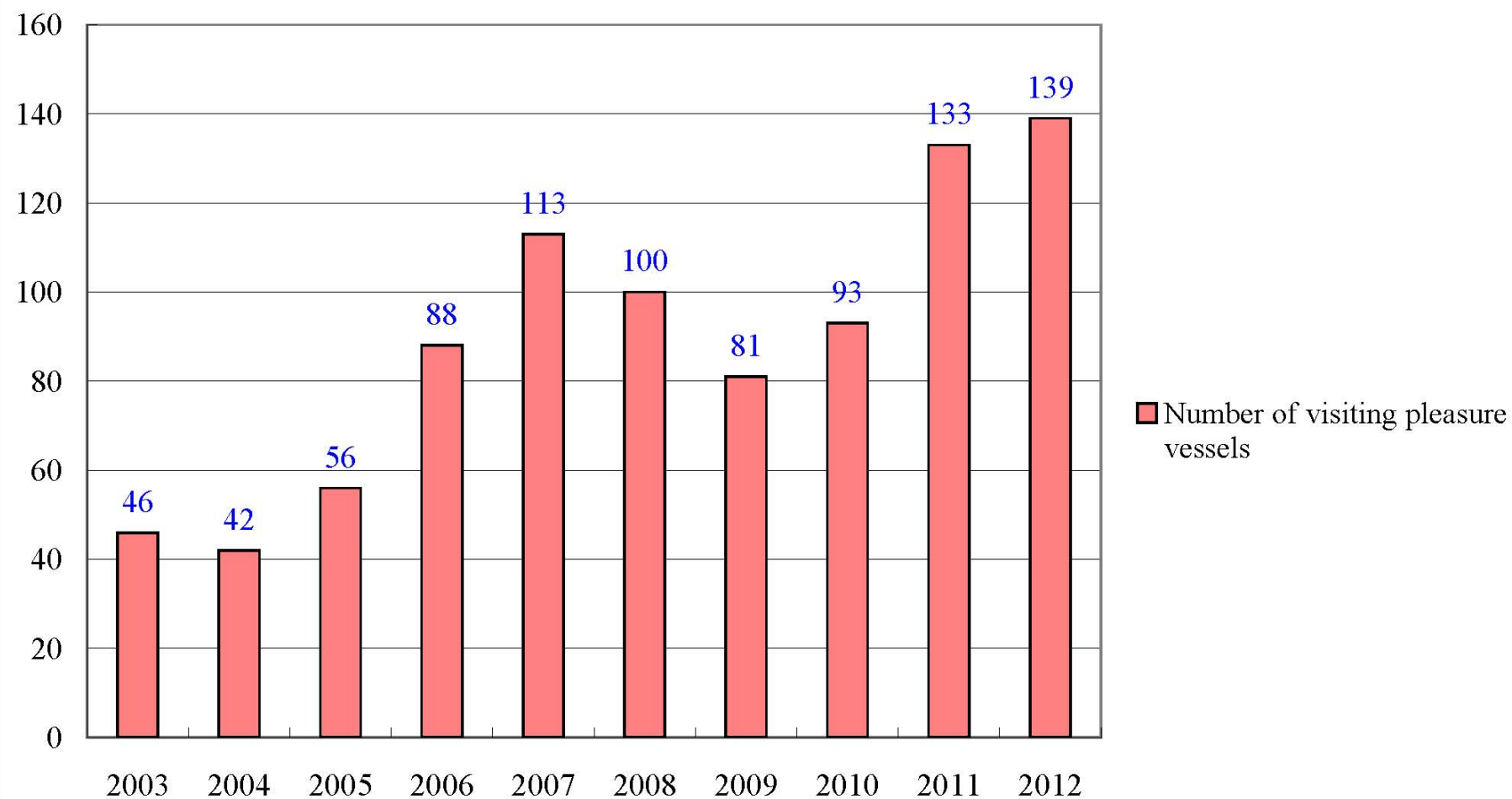
Breakdown of licensed pleasure vessels from 2008 to 2012





Demand for Marinas in HK

Number of visiting pleasure vessels to Hong Kong from 2003 to 2012

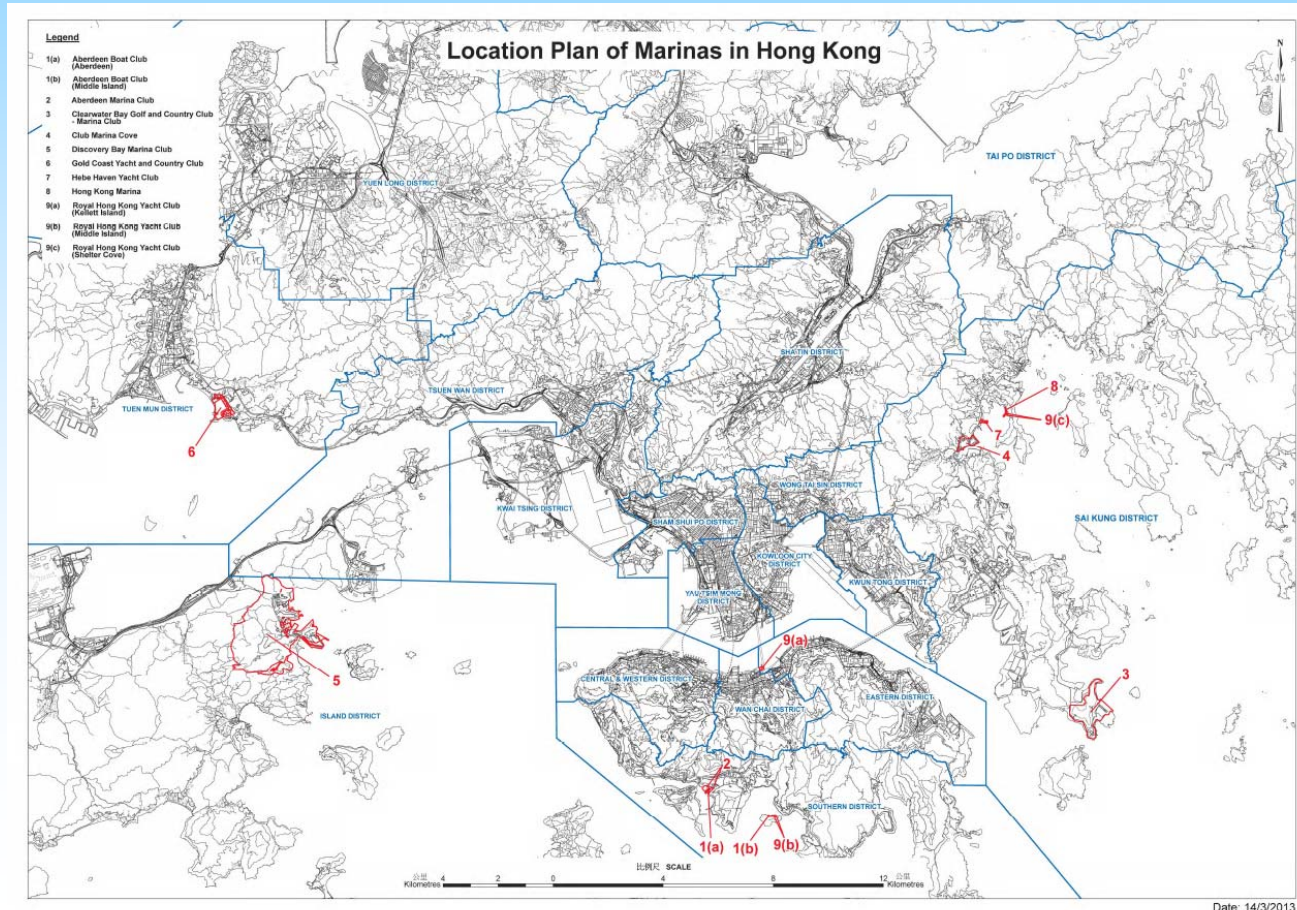


Supply of Wet Berthing/ Mooring Space



(A) Marina

☞ Around 2,280 wet berths and private moorings in 12 marinas

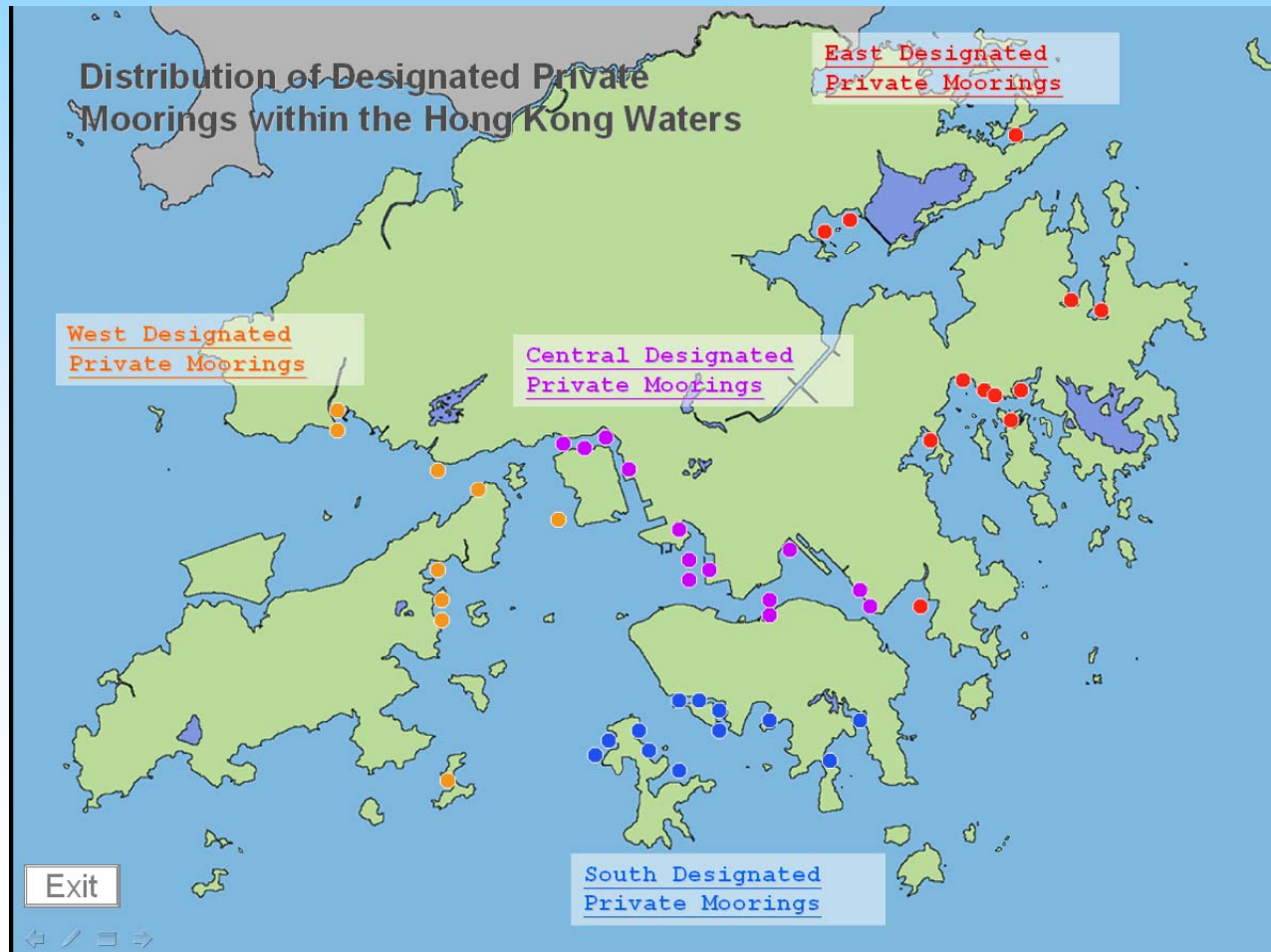


Supply of Wet Berthing/ Mooring Space



(B) Private Mooring Areas

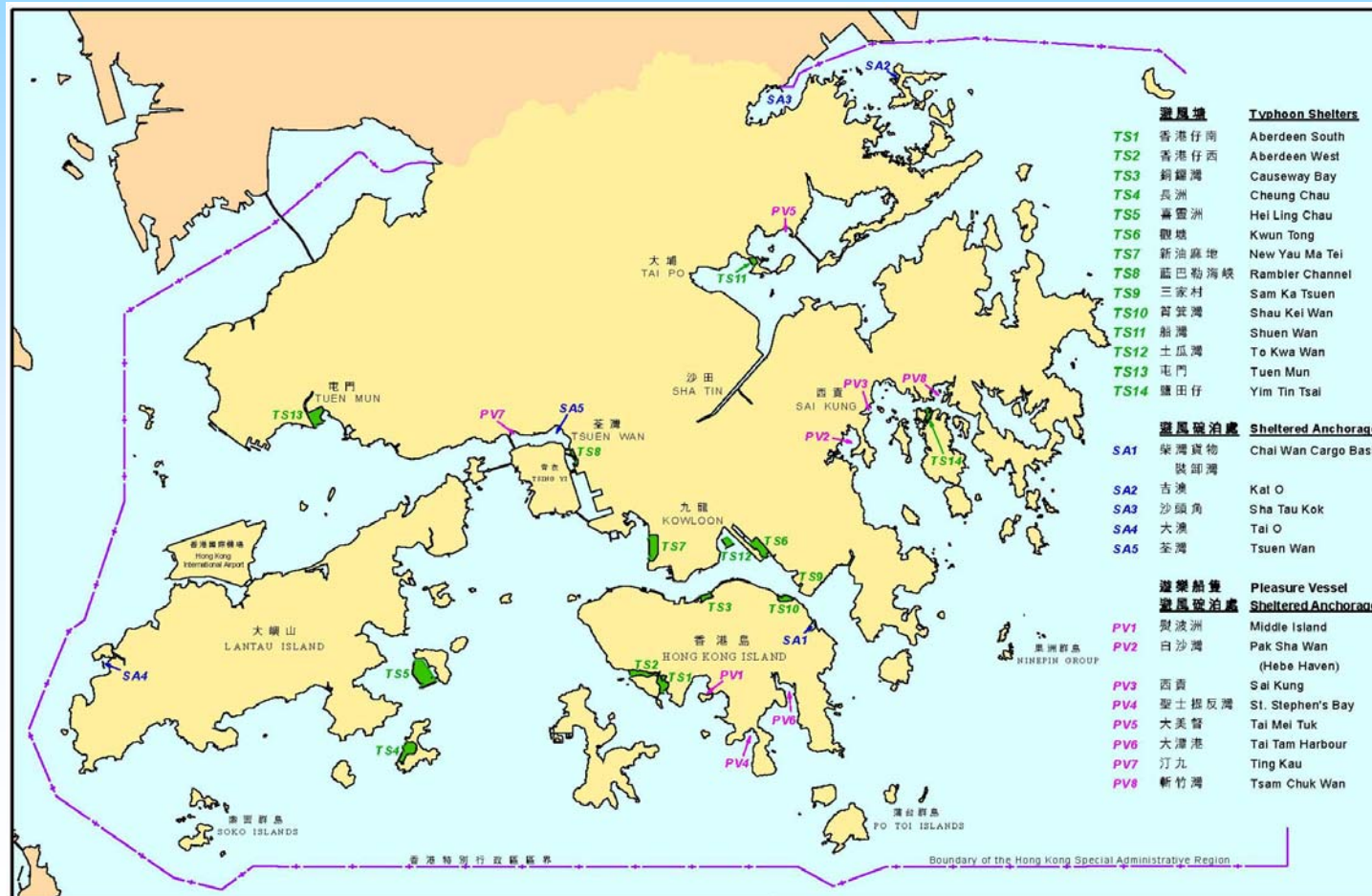
☞ Around 950 private moorings in 22 private mooring areas





Supply of Wet Berthing/ Mooring Space

(C) 14 Typhoon Shelters and 8 sheltered anchorages for pleasure vessels





Supply of Dry Berthing Space

- ❖ Dry berths –
 - ⌘ Hard racks inside and outside marinas



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Factors for considering potential development of marinas



- ❖ Location and PHO implications
- ❖ Technical Factors
- ❖ Business viability
- ❖ Accessibility and land-side support





(i) Location and PHO Implications

- ❖ *Key elements identified in a marina, in particular the breakwaters and finger piers, are likely to have PHO implications*



Issues for consideration:

- ❖ *Having regard to the marine traffic and legal/technical constraints in the Victoria Harbour, is it necessary to build a marina within the Harbour? Could “overriding public need” be established for the proposed marina development?*



(ii) Technical Factors

- ❖ *CEDD's requirement of a significant wave height of 0.15m*
- ❖ *A system of overlapping breakwaters to achieve acceptable wave conditions*



Issues for consideration:

- ❖ *Could the proposed location of marina meet the required wave conditions? Are breakwaters required to achieve the required wave height?*



(iii) Business viability

- ❖ *Significant capital cost, in particular if the construction of new breakwaters is necessary*
- ❖ *Substantial operation and day-to-day maintenance costs*
 - ☞ *Hiring suitable personnel w/ relevant marine expertise*



Issues for consideration:

- ❖ *Could the proposed new marina be financially sustainable in the long-run? Does the proponent have the necessary funding and expertise in developing and operating the marina?*

(iv) Accessibility and land-side support



- ❖ *Ancillary facilities attached in a marina development*
 - ❧ *Ensured land access to marina development*
 - ❧ *Car parking facilities*



Issues for consideration:

- ❖ *Is there sufficient land area adjacent to the proposed marina site to develop the ancillary facilities (such as clubhouse and carparks) that complement the marina development and ensure proper access to the marina?*

Acknowledgement



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Summary of factors to be considered

I. Location and PHO Implications	<i>Having regard to the marine traffic and legal/technical constraints in the Victoria Harbour, is it necessary to build a marina within the Harbour? Could “overriding public need” be established for the proposed marina development?</i>
II. Technical Factors	<i>Could the proposed location of marina meet the required wave conditions? Are breakwaters required to achieve the required wave height?</i>
III. Business viability	<i>Could the proposed new marina be financially sustainable in the long-run? Does the proponent have the necessary funding and expertise in developing and operating the marina?</i>
IV. Accessibility and land-side support	<i>Is there sufficient land area adjacent to the proposed marina site to develop the ancillary facilities (such as clubhouse and carparks) that complement the marina development and ensure proper access to the marina?</i>