

Demand for public boat storage

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Government is urged to provide land and water areas for public boat storage areas. A study conducted by a research team from the Worcester Polytechnic Institute (U.S.) over the last two months for the Harbour Business Forum and Designing Hong Kong recommend three methods to address the shortage of public boat storage facilities in Hong Kong:

1. Regularize existing informal mooring and beach storage;
2. Allocate land and provide dry rack storage systems;
3. Allocate water areas for moorings.

The research under the title "Boating Left High and Dry: A feasibility study of publicly-accessible boat storage facilities in Hong Kong" found that Hong Kong has many beautiful waterways, but boat storage is unavailable to the community due to high mooring fees and lack of berths. The existing boat berths at private clubs, public mooring areas, and marine department private moorings are full. If any moorings at private clubs are available the boat owner cannot afford the membership and mooring fees.

To help lay the framework for solutions, the research team considered the feasibility of publicly-accessible boat storage facilities. The recommendations are based on extensive site visits, and interviews of boat owners and operators of water sports centres and marina, as well as various stakeholders including the Marine Department.

The study concluded that the lack of available berths has led to many informal mooring strategies including: mooring in unprotected waters, tying boats to trees, or leaving many boats clustered together under bridges. Although these practices are not illegal, they are unsafe to both the boat and boat owner. The lack of berths is also deterring residents from investing in a boat, and it is causing the recreational boating industry to flounder. Moreover, boating equipment is unsuitable for public transport. Trailers behind private cars or storing at home are not options generally available for the Hong Kong community.

Comparisons with other countries also showed that there is a large untapped market for 16-25ft boats. This typical family sized boat is almost absent in Hong Kong as boating is out of reach for common families. Low cost public storage facilities aimed at this market would attract sampan owners as well as this largely untapped family leisure market.

The study specifically identified the need for new mooring and berthing facilities at Science Park and Sam Mun Tsai in Tolo Harbour, Causeway Bay-Wan Chai and Kwun Tong in Victoria Harbour and Junk Bay, and Tai Tam Harbour in Hong Kong Island South. The study also calls to regularize existing informal moorings at Wu Kai Sha (To Tau beach), Ma On Shan New Fishermen's Village, Tseung Kwan O Eastern Channel, Stanley, and similar informal mooring and berthing areas throughout Hong Kong's waters and beaches.

With a serious lack of berthing space, Hong Kong's boating industry is beginning to fall behind. Fortunately, Hong Kong does have the ability to fix this problem without harm to the environment and with benefit to the community.

Research Team

The Worcester Polytechnic Institute research team includes Chelsea Cook, Gregory Freeman, Tyler Wack and Yanxin Zhou. The research sponsors are Designing Hong Kong and the Harbour Business Forum.

Research Paper

- The presentation
<http://dl.dropbox.com/u/25318354/Demand%20for%20Public%20Storage.pptx>
- Interesting photos taken during study
<http://flic.kr/s/aHsjyYhdnx>

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供公共使用的船隻存放設備需求研究

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香港政府正被力促提供土地和水域來建造供公眾使用的船隻存儲設施。來自伍斯特理工學院（美國）的研究小組在過去的兩個月中對此進行了調查，並為創建香港以及海港商界論壇建議了三種方法來解決香港的供公眾使用的船隻存儲設施短缺的難題：

1. 整備現存的非正規的船隻停泊處以及海灘存船；
2. 分派土地並提供陸地泊船系統；
3. 分派水域給船隻停泊處。

以“水上運動正孤立無援：一份關於在香港創建可供公眾使用的船隻存儲設施的可行性的調查”為題的研究指出，香港有眾多美麗的水路航道，但由於高額的停泊費以及泊位的短缺，船隻存儲對於公眾來說是遙不可及的。現存的無論是私人俱樂部的泊位，公共停泊處的泊位，或是海事處泊位都已滿負荷。如果私人俱樂部有空泊位，公眾仍然會因支付不起高額的會員費及停泊費而無法存船。

為了幫助解決以上問題，研究小組調差了關於可香港提供公眾使用的船隻存儲設施的可行性。通過大量地走訪海濱區域，採訪船主及水上活動中心和私人碼頭的管理者，以及採訪包括海事處在內的各種利益相關者，研究小組提出了之前的三條建議。

調差總結到，泊位的短缺導致了許多非正規的停泊方法，包括將船停放在沒有防風設施的水域，將船系在樹上，或是將船串成一簇系在橋墩上。雖然這些舉動並不違法，但對船本身及船主來說都是存在不安因素的。泊位的短缺還造成了居民對投資船隻的畏懼，進而打擊了娛樂性水上運動產業。此外，水上運動所需的設備並不適合以公共交通運輸。對於香港的普通大眾來說，擁有一台系在私家車後或擺放在家中用來運輸船的拖車是難以實現的。

通過與其他國家做比較，調查還顯示在香港的船的市場尚未打開。由於香港的普通家庭無法承擔昂貴的遊艇，家庭型船在香港幾乎是不存在的。低價的，以中低收入家庭為目標的供公眾使用的船隻存儲設施不僅可以推動家庭型船的市場，還能吸引舢板船的船主加入進來。

調查特別指出五個需要新的停泊設施的地點，分別是：吐露港的香港科學園區和三門仔地區，維多利亞港及將軍澳的銅鑼灣-灣仔地區和觀塘地區，以及香港島南面的大潭港。調查還指出需要整備的非正規停泊點，包括：烏溪沙（渡頭海灘），馬鞍山新漁村，將軍澳東海峽，赤柱，以及其貫穿香港水域和海灘他所有相似的非正規停泊點。

由於嚴峻的泊位短缺現狀，香港的船隻及水上運動產業正趨于下滑。幸運的是，香港有能力修補這個問題，且不會對環境和民衆的利益造成影響。

研究小組:

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調查發起者：創建香港及海港商界論壇

研究文件

- 研究報告
<http://dl.dropbox.com/u/25318354/Demand%20for%20Public%20Storage.pptx>
- 相片
<http://flic.kr/s/aHsjYhdnx>

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