

**PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE**

**Study on Marine Traffic Risk Assessment for Hong Kong Waters**

**Purpose**

This paper is to advise Members about the Study on Marine Traffic Risk Assessment for Hong Kong Waters being undertaken by the Marine Department, assisted by BMT Consultants.

**Background**

2. The Comprehensive Study on Marine Activities, Associated Risk Assessment and Development of a Future Strategy for the Optimum Usage of Hong Kong Waters (MARAD Strategy Study) conducted in 1995, based on the Territorial Development Strategy (“TDS”) at that time, outlined a blueprint for the future usage of Hong Kong waters. The study has also been providing a planning tool and a guide to the continued implementation of control measures.

3. Since its completion in 1997, a number of changes to the TDS have taken place, such as the Disney Theme Park displacing the proposed Lantau Port at Penny’s Bay, the revised schemes for the Central and Wan Chai Reclamation and the South East Kowloon Development, and so on. Together with the current planned cross boundary infrastructure developments for improving transport linkage between Hong Kong and Guangdong, and the proposed tourism and recreational developments in the Victoria Harbour and its waterfront areas, all these changes will no doubt have significant impacts on the existing traffic pattern in Hong Kong waters. In addition, the rapid growth in shipping activities in adjacent Pearl River Delta ports has radically changed the traffic patterns and levels in waters adjacent to Hong Kong.

4. In view of the above, the increase in large containerships visiting the port and the strong growth of river trade traffic, there is a need to re-assess the

marine traffic risk implications for the Hong Kong waters as a whole, in order to maintain the safety and efficiency of the Port of Hong Kong.

## **The Study**

5. This is a 14 month study, the objective is to assess the present and future levels of marine traffic risks in the waters of Hong Kong, and having regard to these levels, to recommend improvement measures to mitigate the identified risks so as to ensure the sustainability of the Hong Kong Port.

6. The Study will be carried out in three phases:

( a ) Phase I – To establish a data base of marine traffic activities by way of conducting field surveys;

( b ) Phase II – To develop a ‘Marine Traffic Model’ and to assess the traffic risk levels for each of the benchmark years of 2006 and 2011; and

( c ) Phase III – To develop options to mitigate any risks identified

7. Based on the findings of the consultants the Marine Department, in conjunction with other relevant Government bodies, will assess all possible mitigating options and develop a strategy to implement the selected option, in order to ensure that Hong Kong will continue to provide shipping with one of the safest and most efficient ports in the world in the coming years.

## **Progress**

8. Following policy approval to the proposed Study given by the Economic Development and Labour Bureau in November 2002, a Consultants Assessment Panel (Panel) was established to screen and recommend the suitable consultant to assist in the Study. With the approval of the Central Consultants Section Board, the BMT Asia Pacific Ltd. was commissioned on 26.5.2003. A Study Steering Group and a Study Working Group were also formed to steer and monitor the Study.

## **Consultation**

9. During the course of the study, we will consult the stakeholders through various forums and a presentation on the Study to the Committee will be arranged in due course.

Planning and Development Branch  
Planning and Services Division  
Marine Department  
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