

**Information Paper**

**Legislative Council  
Panel on Economic Development**

**Management of Typhoon Shelters and Sheltered Anchorages**

**Purpose**

This paper reports the updated situation on the management of typhoon shelters and sheltered anchorages.

**Overall supply of sheltered spaces**

2. The Government is committed to ensuring that sufficient sheltered spaces are provided within the Hong Kong waters for local vessels to take refuge during typhoons or inclement weather, so as to safeguard the safety of vessels and the persons on board. There are currently 14 typhoon shelters located in different parts of the Hong Kong waters, providing a total of 419 hectares of sheltered space for use by vessels.

3. Based on the Marine Department (MD)'s Assessment of Typhoon Shelter Space Requirements released in 2017, the overall territory-wide supply of sheltered space from then on till 2030 can adequately meet the demand from local vessels. A new round of assessment has already commenced, and is expected to be completed in the second half of 2022. The assessment will review the shifting trends in the supply and demand, number and size of different types of vessels since 2017. It will also take into consideration various suggestions made by the trade, including exploring with relevant departments the possibility of expanding individual typhoon shelter.

**Designating different berthing areas for vessels**

4. Pursuant to Section 4 of the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E) (the Regulation), generally all local vessels are allowed to enter into typhoon shelters for refuge. The Regulation does not empower the Director of Marine to assign a designated area in a typhoon shelter for the mooring of certain type of vessel only.

5. MD has launched the pilot scheme for the exclusive mooring of non-pleasure vessels within the Kwun Tong Typhoon Shelter (KTTS) through administrative means since 2018. Under the pilot scheme, in order to cater for the berthing demand of different classes of vessels, MD has recommended non-pleasure vessels to berth at the southern area of the KTTS, whereas the northern area is for the berthing of all classes of vessels.

6. With the increase of local vessels in recent years, vessels of the same class tend to cluster in certain typhoon shelters since different classes of vessels have their specific *modus operandi*. Taking the Aberdeen Typhoon Shelter as an example, fishing vessels and working vessels are generally more inclined to berth at the Aberdeen West Typhoon Shelter, whereas pleasure vessels prefer to berth at the Aberdeen South Typhoon Shelter.

7. In response to the request of the trade, MD has been, starting from February 2021, examining the proposal of designating berthing areas through administrative means at the Aberdeen Typhoon Shelter. Over the past six months, the Transport and Housing Bureau (THB), together with MD, have been actively exploring the proposal and have held several discussions with relevant stakeholders, including the Honourable Steven HO's Office, fishermen's groups and other marine users of the Aberdeen Typhoon Shelter, in order to implement the proposal on designated berthing area through administrative means. However, as no consensus could be reached among the parties concerned, the fishermen's groups agreed to maintain status quo and withhold the relevant proposal.

### **Expansion of the Aberdeen Typhoon Shelter**

8. The Chief Executive announced the "Invigorating Island South" initiative in the Policy Address 2020. One of the key projects is to explore the expansion of the Aberdeen Typhoon Shelter area and the vessel berthing area. The Invigorating Island South Office (IISO) of the Development Bureau is working closely with the Civil Engineering and Development Department (CEDD) to conduct a technical feasibility study of the expansion of the southern side of Aberdeen South Typhoon Shelter, with a view to commencing the relevant investigation and design work as soon as possible, and implementing the project by following the procedures of public works programmes. THB and MD will maintain close liaison with the IISO and relevant departments and provide advice as appropriate.

## **Providing more landing facilities for small vessels**

9. In response to the trade's request, the Government has earlier agreed to construct a landing facility near Tuen Mun Area 27 breakwater in Castle Peak Bay to facilitate embarkation of fishermen. In June 2020, MD and CEDD consulted the Traffic and Transport Committee of Tuen Mun District Council, fishermen organisations and resident representatives on the works programme including location of the site for the landing facility. The construction works have commenced since early 2021 and are expected to be completed in 2022.

10. Regarding the proposal for building a landing facility for small vessels in the Aberdeen Typhoon Shelter, THB and relevant departments, after making reference to experience of constructing a new landing facility in Tuen Mun, conducted site visits to the vicinity of the northeast coast of Ap Lei Chau together with the IISO, MD, CEDD, Transport Department and fishermen organisations in April and July 2021, so as to understand the unique geographical environment, sea conditions and landing needs in the local area. In August 2021, MD also inspected the site with representatives of local dragon boat associations to learn about the area for relevant parties to conduct water sports activities and their landing approach. CEDD and various departments are studying the proposal to provide more landing facilities and its technical feasibility. Local stakeholders will be consulted in due course.

### **Way Forward**

11. THB and MD will continue to study and discuss matters related to the management of typhoon shelters and sheltered anchorages with relevant departments. We will consult stakeholders when appropriate and take forward the various initiatives in a progressive manner.

**Transport and Housing Bureau  
Marine Department  
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