

LOCAL VESSELS ADVISORY COMMITTEE

Implementation of Pilot Scheme for Designating Different Berthing Areas for Different Classes of Vessels in Aberdeen West Typhoon Shelter (Pilot Scheme)

Purpose

This paper aims to brief Members on the abovementioned Pilot Scheme to be implemented by the Marine Department (MD) in the Aberdeen West Typhoon Shelter to reduce frictions and disputes arising from berthing of different classes of vessels in the Aberdeen Typhoon Shelter.

Background

2. The Government is committed to ensuring that sufficient sheltered space is provided within Hong Kong waters for local vessels therein to take refuge during typhoons or inclement weather, so as to safeguard the safety of the vessels and their crew members. Pursuant to section 4 of the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E), generally all local vessels are allowed to enter into typhoon shelters for taking refuge. Typhoon shelters are open to all classes of local vessels on a first-come-first-served basis, except for those carrying dangerous goods or exceeding the permitted length overall of typhoon shelters. Owing to the specific modus operandi of various classes of local vessels, vessels of the same class are more concentrated in certain typhoon shelters. For example, fishing vessels are inclined to berth in Tuen Mun and Aberdeen Typhoon Shelters, whereas dumb lighters prefer New Yau Ma Tei and To Kwa Wan Typhoon Shelters. Even within the same typhoon shelter, different classes of vessels cluster in their respective areas out of habit or because of their modus operandi.

3. In recent years, with the increasing number of local vessels, there has been growing competition among different classes of local vessels for berthing space within various typhoon shelters, and disputes like compensation claims between operational vessels and pleasure vessels often arise due to damage caused by collisions. In response to the request of the industry, MD launched a pilot scheme through administrative arrangements in 2018 for the exclusive mooring of non-pleasure vessels within the Kwun Tong Typhoon Shelter, i.e. non-pleasure

vessels would berth at the southern area of Kwun Tong Typhoon Shelter, whereas the northern area is for the berthing of all classes of vessels.

4. At the Legislative Council meeting held on 11 May 2022, Honourable Steven HO requested for demarcating berthing areas for different vessels in the Aberdeen Typhoon Shelter, with a view to reducing the frictions and disputes between vessels of different classes berthed within the Aberdeen Typhoon Shelter. Drawing on the experience of the Kwun Tong Typhoon Shelter in the designation of different berthing areas, MD responded to relevant requests and actively explored again from June 2022 with the stakeholders of the Aberdeen Typhoon Shelter, including Honourable Steven HO's Office, fishermen's groups and other marine users of the Aberdeen Typhoon Shelter to map out the demarcation of berthing areas for different vessels in the Aberdeen Typhoon Shelter through administrative arrangements. After various rounds of discussion, a consensus regarding the trial-run arrangements for the designation of different berthing areas was largely reached.

New Initiatives

5. According to the broad consensus reached after discussions with various stakeholders of the Aberdeen Typhoon Shelter, MD will implement the arrangement for demarcated berthing areas in some berthing areas of the Aberdeen West Typhoon Shelter for one year on a trial basis. The relevant berthing areas include: part of the berthing area at the entrance of the typhoon shelter to the southwest of Aberdeen Fisheries and Marine Offices (referred to as "Area A") and the berthing area to the west of Tai Wong Kung Temple, Ap Lei Chau (referred to as "Area C") will be designated for berthing by Class III local vessels exclusively; while part of the berthing area to the southeast of Aberdeen Fisheries and Marine Offices (known as "Area B") is for berthing by Class I, II and III vessels. Areas A, B, and C are all existing berthing areas, and their locations in the Aberdeen West Typhoon Shelter are detailed in **Annex 1**.

6 To cope with the inclement weather brought about by climate change, the Government has raised the height of breakwaters of the Aberdeen South Typhoon Shelter and the Aberdeen West Typhoon Shelter in recent years to reduce overtopping waves. Nevertheless, some stakeholders are still concerned about the safety issues in Area A and Area C due to their proximity to the entrance of typhoon shelter. Therefore, with a view to further improving the capability for typhoon resistance of the Aberdeen West Typhoon Shelter, MD will establish heavy-duty mooring buoys in Area A and Area C for use by steel-hulled fishing

vessels to assist them berthing securely even under adverse weather conditions. Please refer to **Annex 2** for the locations of the mooring buoys.

The Way Forward

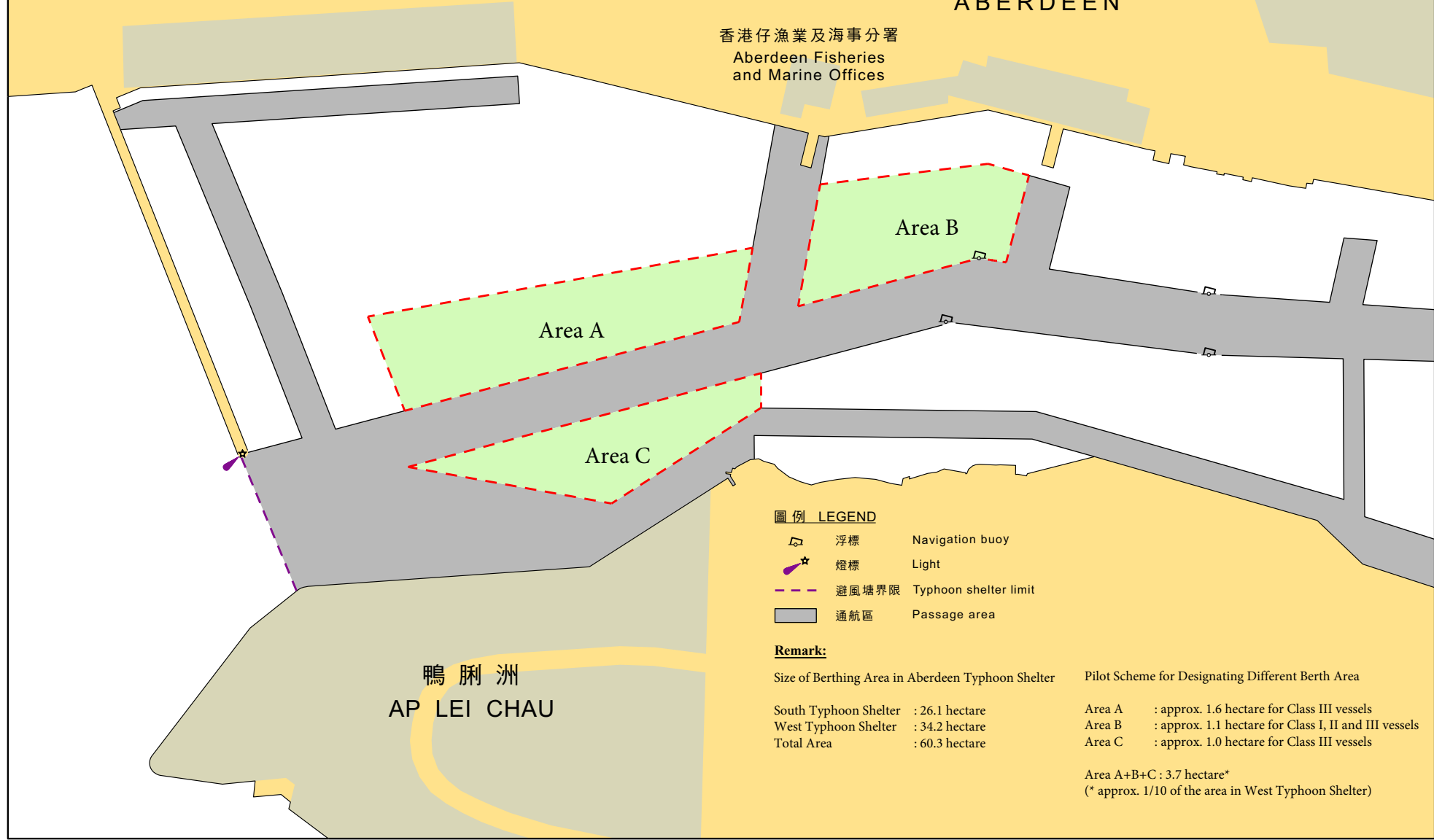
7. Members are invited to support the content of this paper so that MD can effectively manage the berthing order in the Aberdeen West Typhoon Shelter to reduce the frictions and disputes caused by berthing of vessels of different classes. If support from members is obtained, MD will brief relevant stakeholders and industry representatives on the arrangement details for the above measures as soon as possible and implement the pilot scheme in May 2023. MD will review its implementation after the one-year trial period.



Marine Department
Planning and Services Division
April 2023

Location Plan of Pilot Scheme for Designating Different Berthing Area for Different Classes of Vessels in Aberdeen West Typhoon Shelter

香港仔
ABERDEEN

香港仔漁業及海事分署
Aberdeen Fisheries
and Marine Offices



- 圖例 LEGEND**
-  浮標 Navigation buoy
 -  燈標 Light
 -  避風塘界限 Typhoon shelter limit
 -  通航區 Passage area

Remark:

Size of Berthing Area in Aberdeen Typhoon Shelter	Pilot Scheme for Designating Different Berth Area
South Typhoon Shelter : 26.1 hectare	Area A : approx. 1.6 hectare for Class III vessels
West Typhoon Shelter : 34.2 hectare	Area B : approx. 1.1 hectare for Class I, II and III vessels
Total Area : 60.3 hectare	Area C : approx. 1.0 hectare for Class III vessels
	Area A+B+C : 3.7 hectare*
	(* approx. 1/10 of the area in West Typhoon Shelter)

