

**CONTROLLING OFFICER'S REPLY**

**TLB036**

**(Question Serial No. 1554)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Mr S.F. WONG)  
Director of Bureau: Secretary for Transport and Logistics

Question:

It is noted that in recent years, the number of small marine pleasure vessels has been increasing, and many of which are berthed at 18 designated sheltered anchorages for a prolonged period. Regarding the management of typhoon shelters and private moorings, will the Government advise this Committee of the following:

1. the detailed figures of the distribution of types of offences prosecuted by the Marine Department against various irregularities by vessels at sheltered anchorages in the past 3 years;
2. whether the Government will explore the feasibility of compiling preliminary statistics on the number of vessels berthing at sheltered anchorages during the period with no tropical cyclones, with a view to effectively enhancing the current management of berths, hygiene and safety; if yes, of the details; if not, of the reasons for that;
3. the numbers and locations of accidents, such as fires, at the designated sheltered anchorages received in the past 3 years; and
4. whether there are any measures to cope with the demand of small marine pleasure vessels for berthing spaces and to improve or enhance the existing anchorages; if yes, of the details; if not, of the reasons for that.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 15)

Reply:

- (1) According to records, in the past 3 years, the Marine Department (MD) initiated a total of 238 prosecutions (44 cases in 2021, 63 cases in 2022 and 131 cases in 2023) against the irregularities found in sheltered anchorages. The irregularities mainly included vessels suspected of operating without a licence, failing to comply with direction, failing to obtain a certificate, breaching licence conditions, inadequate life-saving appliances or fire fighting apparatus on board the vessels,

etc. Details of the annual number of prosecutions at sheltered anchorages are set out at **Annex A**.

- (2) and (4) Under normal weather conditions, local vessels may be anchored at any safe and suitable locations within Hong Kong waters (except for certain areas of waters where anchoring is prohibited), including typhoon shelters and sheltered anchorages, according to their daily business and operational needs subject to no obstruction being made to marine traffic and no permission from MD is required. We are aware that the number of vessels berthing at sheltered anchorages during the period with no tropical cyclones varies in different time periods of a day (such as during daytime working hours and nighttime non-working hours), or even in different seasons. MD does not have the relevant statistical data at the moment.

We carry out patrols in typhoon shelters and sheltered anchorages from time to time to ensure that fairways and passage areas inside typhoon shelters are unobstructed and vessels are berthed in a safe and orderly manner. We also conduct irregular inspections with different departments, and take follow-up actions as appropriate if any vessels are found to have safety problems or have breached the marine legislation. In addition, we will continue to maintain close communication with the industry on the management of typhoon shelters and sheltered anchorages as well as berthing of vessels therein.

- (3) According to records, in the past 3 years, a total of 75 cases of vessel incidents (28 cases in 2021, 19 cases in 2022 and 28 cases in 2023) at designated sheltered anchorages were received. The cases mainly included contacts, strandings, foundering, fires, etc. Details of the annual number of vessel incidents at each sheltered anchorage are set out at **Annex B**.

**Annual Number of Prosecutions at Sheltered Anchorages**

<b>Type of Offence</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Operating without a licence	11	31	53
Failing to comply with direction	0	2	11
Failing to report collision incident	5	1	1
Illegal embarkation and disembarkation of passengers	0	2	0
Breaching licence conditions	5	4	14
Failing to paint the mark of certificate in the most conspicuous positions on both sides of the deckhouse	4	3	2
Vessel speeding	7	9	5
Failing to obtain a certificate	1	1	2
Using a vessel not insured against third party risk	1	2	1
Failing to comply with direction to remove stranded, abandoned or sunken vessels	0	0	10
Tampering with, obscuring or erasing any marking on a vessel or ancillary vessel, or displaying on a local vessel or ancillary vessel a non-compliant marking	1	1	17
Failing to keep on board a vessel the relevant written charter agreement or written hire-purchase agreement	1	0	0
Displaying any name or mark on board a vessel without permission	0	0	1
Class IV vessels being used for non-pleasure purposes	0	4	0
Using a Class III vessel not for fishing and related purposes	0	0	1

Inadequate life-saving appliances on board	0	0	2
Inadequate fire protection measures and fire fighting apparatus on board	0	0	2
Failing to keep on board a vessel its full licence, temporary licence or permission for a laid-up vessel	3	0	1
Failing to deliver the certificate of ownership and the full licence, temporary licence or permission for a laid-up vessel after cancellation of interim ownership	0	0	2
Class IV vessels underway without pleasure vessel operators on board	2	0	2
Vessels carrying an amount of people in excess of the number specified by law	3	2	0
Failing to carry local certificates of competency on board	0	1	1
Failing to produce the policy of insurance for inspection	0	0	1
A vessel moored at a private mooring without the permission of the owner of the private mooring	0	0	1
Erecting or maintaining an illegal port facility or floating structure	0	0	1
<b>Total:</b>	<b>44</b>	<b>63</b>	<b>131</b>

**Annual Number of Vessel Incidents at Each Sheltered Anchorage**

	<b>2021</b>	<b>2022</b>	<b>2023</b>
1. Chai Wan Cargo Basin	1 (1 case of fume emission from vessel)	0	0
2. Cheung Sha Lan	0	1 (1 case of vessel foundering)	0
3. Kat O	0	0	0
4. Middle Island	1 (1 case of vessel hitting swimmer)	0	0
5. Nim Shue Wan	1 (1 case of machinery damage of vessel)	0	1 (1 case of vessel listing)
6. Pak Sha Wan (Hebe Haven)	8 (2 cases of vessel listing, 5 cases of vessel contact and 1 case of vessel striking with object)	8 (4 cases of vessel contact, 3 cases of vessel foundering and 1 case of vessel stranding)	14 (1 case of vessel listing, 2 cases of vessel contact, 1 case of vessel collision, 2 cases of vessel fire, 2 cases of vessel foundering, 2 cases of vessel missing, 3 cases of vessel stranding and 1 case of crew feeling unwell and collapsed)
7. Sai Kung	8 (1 case of vessel listing, 3 cases of vessel contact, 1 case of vessel fire, 2 cases of vessel foundering and 1 case of vessel collision)	3 (2 cases of vessel contact and 1 case of vessel foundering)	5 (1 case of vessel contact, 3 cases of vessel foundering and 1 case of heavy weather damage to vessel)
8. Sha Tau Kok	0	0	1 (1 case of vessel fire)

9. Shuen Wan Hoi	0	0	1 (1 case of vessel stranding)
10. St. Stephen's Bay	0	1 (1 case of vessel contact)	0
11. Tai Mei Tuk	0	2 (1 case of vessel fire and 1 case of vessel stranding)	0
12. Tai O	0	1 (1 case of vessel foundering)	0
13. Tai Tam Harbour	1 (1 case of vessel stranding)	0	4 (1 case of vessel listing, 1 case of vessel collision, 1 case of vessel foundering and 1 case of vessel stranding)
14. Ting Kau	0	0	0
15. Tsam Chuk Wan (Jade Bay)	5 (1 case of water sports accident, 1 case of passenger injury due to slip, 1 case of passenger injury due to losing balance during embarkation, 1 case of vessel collision and 1 case of vessel foundering)	1 (1 case of water sports accident)	1 (1 case of passenger injury due to slip)
16. Tsuen Wan	0	0	0
17. Wan Chai Cargo Basin	0	0	0
18. Tseung Kwan O	3 (1 case of vessel fire, 1 case of vessel foundering and 1 case of vessel striking with object)	2 (1 case of vessel foundering and 1 case of vessel contact)	1 (1 case of vessel foundering)
<b>Total:</b>	<b>28</b>	<b>19</b>	<b>28</b>

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