(Question Serial No. 0663)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the improvement measures for typhoon shelters, please advise on the following:

(a) What is the current berthing situation in the Kwun Tong Typhoon Shelter (KTTS)?

(b) The Government has introduced a trial measure by designating an area in the KTTS for exclusive mooring of a certain class of vessels to prevent conflicts between different classes of vessels and to better utilise berthing space. How effective is this trial measure so far as assessed by the Government? If the results are unsatisfactory, will the Government consider amending the legislation to improve the use of berthing space?

(c) Please advise on law enforcement by the Marine Department (MD) in the past three years regarding vessels being solicited for rewards when berthing in typhoon shelters. Apart from law enforcement actions, does MD have any other measures to maintain the safety and order in typhoon shelters? What are the manpower and expenditure involved?

(d) What is the progress of the private mooring area in the Hei Ling Chau Typhoon Shelter (HLCTS) established by the Government? How many private moorings are there in that area at present? What are the figures on usage and other related details?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 2)

Reply:

(a) & (b) MD has, on a trial basis, designated through administrative means a specific area within the KTTS for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management. Since the implementation of such measure in August 2017, a total of about 15 hectares of mooring space in KTTS has become available for the exclusive mooring of non-pleasure vessels. MD has been monitoring the situation closely. Our observation is that more water
area is now available for use by non-pleasure vessels thus achieving the objective of the trial. This being the case, we do not consider legislative amendment necessary. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure the safe and orderly berthing of vessels.

(c) The Hong Kong Police Force (HKPF) and MD have stepped up efforts in patrolling KTTS and have conducted a total of 12 joint operations to curb any illegal activities within the typhoon shelter since November 2018. MD will continue to maintain close liaison with HKPF, and will continue to undertake patrols and operations as appropriate to ensure the safe and orderly berthing of vessels within typhoon shelters. If irregularities are found, MD will take necessary follow up actions.

The implementation of the above measures forms part of the normal duties of MD officers and are undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

(d) MD has set up a new private mooring area in HLCTS. As at March 2020, 103 applications have been approved and 18 private moorings have been laid.

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