

LOCAL VESSELS ADVISORY COMMITTEE

**Review and Enhancement Measures for the Existing Designation of
Different Berthing Areas for Different Classes of Vessels in
the Aberdeen West Typhoon Shelter**

Purpose

This paper aims to brief Members that the Marine Department (MD) has completed a review of the existing designation of different berthing areas in the Aberdeen West Typhoon Shelter and introduced enhancement arrangements to facilitate the berthing of vessels, with a view to further improving the management and order of the Aberdeen West Typhoon Shelter and enhancing marine navigational safety.

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. In recent years, with the increasing number of local vessels, there has been a growing demand for berthing among different classes of local vessels in various typhoon shelters. In response to the above situation, MD implemented the designation of berthing areas in some berthing areas of the Aberdeen West Typhoon Shelter in June 2023, with the aim of more effectively managing the typhoon shelter and ensuring the orderly berthing of vessels.

3. The pilot scheme is that a 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”) are 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.

4. Since its launch, the pilot scheme has been widely recognised by the industry as beneficial to improving the management of the Aberdeen West Typhoon Shelter and ensuring the orderly berthing of vessels. After the one-year trial period, MD reviewed the effectiveness of the pilot scheme and found the results satisfactory. According to the statistics of MD, since the implementation of the pilot scheme, there was no recorded incident of collision or minor contact between vessels in the berthing areas with the designation of berthing areas. As for areas without the designation of berthing areas, there was no significant change in the number of reported collision and minor contact incidents. In addition, MD established a total of two pairs of heavy-duty mooring buoys in Area A and Area C for use by steel-hulled fishing vessels to assist them in remaining securely berthed even under adverse weather conditions. When Typhoon Wipha struck Hong Kong and the Hurricane Signal No. 10 was in force in July 2025, we observed that these heavy-duty mooring buoys had served their due functions. Although they were established near the entrance of the typhoon shelter, the large fishing vessels berthed in Area A and Area C were able to remain safely and securely berthed during the hurricane.

Proposal

5. In view of the remarkable results of the pilot scheme, the following enhancement arrangements have been made with regard to the designation of berthing areas after considering the opinions of relevant stakeholders, so as to further extend the positive impact of the pilot scheme and respond to industry demands.

6. MD will enhance part of the existing berthing area at the entrance of the typhoon shelter to the southwest of Aberdeen Fisheries and Marine Offices (i.e. Area A) by appropriately expanding Area A by 0.5 hectares, so as to tie in with the daily operations of Class III vessels; while part of the berthing area located to the southeast of Aberdeen Fisheries and Marine Offices (i.e. Area B) and the

berthing area located to the west of Tai Wong Kung Temple, Ap Lei Chau (i.e. Area C) will remain unchanged. The expanded Area A, along with Area B and Area C, are all existing berthing areas, and their locations in the Aberdeen West Typhoon Shelter are detailed in Annex. In addition, MD will continue to maintain two pairs of heavy-duty mooring buoys in Area A and Area C for use by steel-hulled fishing vessels.

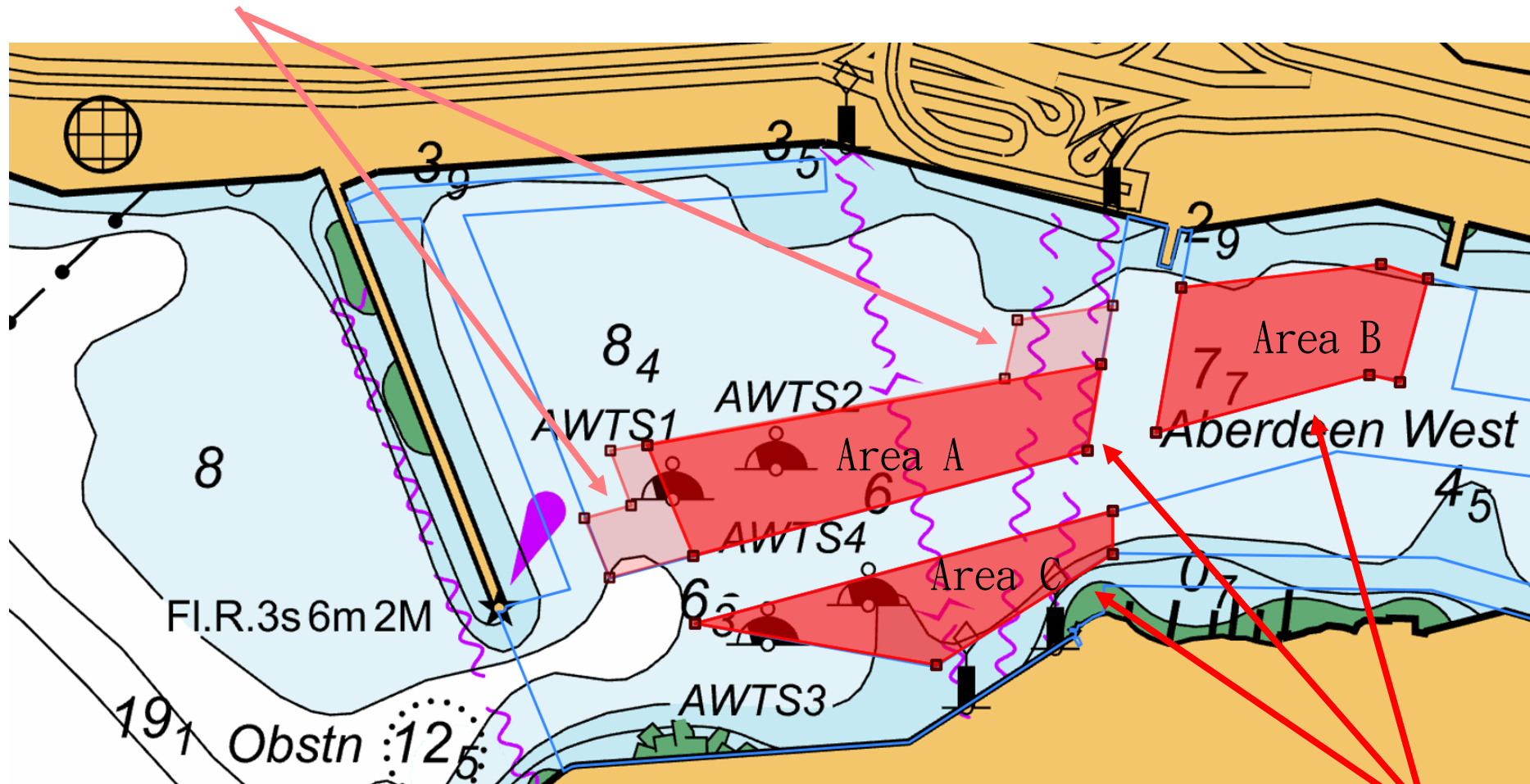
The Way Forward

7. Members are invited to note the enhanced designation of different berthing areas as detailed in paragraph 6. After thorough piloting and enhancement, it is believed that the enhanced designation will enable more effective management and ensure the orderly berthing of vessels in the typhoon shelter, thereby fostering harmony in the community. As such, this measure will be implemented on a long-term basis in the Aberdeen West Typhoon Shelter. Meanwhile, MD will continue to monitor the berthing situations in all typhoon shelters across Hong Kong, make necessary adjustments in response to actual circumstances, and formulate timely measures to strengthen the management of typhoon shelters.

Marine Department
Planning and Services Division
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Schematic Diagram of the Before and After Enhancement Measures of the Designation of Different Berthing Areas for Different Classes of Vessels in the Aberdeen West Typhoon Shelter

The light red areas indicate the extended boundaries of Area A



The dark red areas indicate the original area boundaries under the pilot scheme