

**Local Vessels Advisory Committee**  
**Pilotage Advisory Committee**  
**High Speed Craft Consultative Committee**  
**Port Operations Committee**

**Rearrangement of Anchorages in Kellett Bank and Adjacent Waters of  
Lamma Island and other Optimising Measures**

**Purpose**

The paper aims to brief members on the proposed rearrangement of port facilities to facilitate the anchorage of green maritime fuel bunkering barges, adjustments to anchorages, designated bunkering areas (DBAs) and other improvement proposals, as well as to seek support from members on the proposals.

**Background**

2. The Chief Executive announced in his 2024 Policy Address to develop Hong Kong into a green maritime centre, which includes offering incentives to encourage the usage of green maritime fuel, co-operating with ports in the Greater Bay Area and constructing a green shipping corridor with major trading partners. The Transport and Logistics Bureau, in collaboration with the Environment and Ecology Bureau, promulgated the Action Plan on Green Maritime Fuel Bunkering in November 2024 to promote the development of Hong Kong into a high-quality green maritime fuel bunkering centre, encourage and motivate the industry to provide green maritime fuel bunkering services as well as to support the green transformation of the maritime industry.

3. To encourage and motivate the industry to provide green maritime fuel bunkering services, the Marine Department has conducted a reassessment of the port facility layout and recommended making adjustments to anchorages arrangements. This will support the long-term development of green maritime fuel bunkering in Hong Kong.

## Proposals

### Proposal 1: Re-planning Anchorages<sup>1</sup>

4. With reference to the results of the MTIA and QRA, as well as the reassessment of the port facility layout in Hong Kong, relevant legislatives amendments are proposed for the rearrangement of port facilities as follows –

(a) Re-planning the port facilities located in Kellett Bank and south of Lamma Island, including:

- (i) Adjusting the boundaries of the Western Quarantine and Immigration Anchorage, Western Dangerous Goods Anchorage, Kellett Anchorage No. 1, Kellett Anchorage No. 2 and Kellett Anchorage No. 3, and establishing a new Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2; and
- (ii) Adjusting the boundaries of the South-east Lamma Anchorage, South-west Lamma Anchorage, South Lamma Dangerous Goods Anchorage and South Cheung Chau Anchorage, and establishing a new East Lamma Anchorage and Ha Mei Wan Anchorage;

The proposed port facility layout at Kellett Bank and south of Lamma Island is set out at **Annex 1**.

(b) After the re-planning, bunkering vessels providing different types of fuel could anchor at different dangerous goods anchorages with details as follows:

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<sup>1</sup> Required legislative amendments under Proposal 1 include the Pilotage Ordinance (Cap.84), the Immigration (Anchorages and Landing Places) Order (Cap. 115C), the Dangerous Goods (Shipping) Ordinance 2012 (Cap. 295F), the Shipping and Port Control Ordinance (Cap. 313A), and the Merchant Shipping (Local Vessels) (General) Ordinance (Cap. 548F).

- Methanol and traditional fuels: Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2; and
- Methanol, liquefied natural gas, ammonia and traditional fuels: South-east Lamma Dangerous Goods Anchorage and South Cheung Chau Anchorage

(c) Designating the proposed East Lamma Island Anchorage, the South-east Lamma Dangerous Goods Anchorage, South Lamma Anchorage, South-west Lamma Anchorage, South Cheung Chau Anchorage, and Ha Mei Wan Anchorage as specified anchorages for pilot boarding.

(d) Amending the existing recommended traffic separation scheme (TSS), which is located at Kau Yi Chau and south of Fan Lau, passing through the waters north of Cheung Chau, as statutory local TSS (Adamasta TSS and Fan Lau TSS), to clarify the applicable navigation and operation rules for enhancing the regulation of maritime traffic and navigation safety. Ship operators and coxswains must comply with requirements of Rule 10 – Traffic Separation Schemes of the International Regulations for Preventing Collisions at Sea, 1972 when engaged in local TSS.

(e) Establishing a new Hei Ling Chau Dangerous Goods Anchorage, allowing vessels carrying Class 1 dangerous goods specified under the International Maritime Dangerous Goods Code or dangerous goods specified in Schedule 1 of the “2012 Dangerous Goods (Applicable and Exemptions) Regulation” (Cap. 295E) to anchor and load/ unload cargo there to facilitate the operation of the Kau Shat Wan Explosives Depot. The proposed local TSS and Hei Ling Chau Dangerous Goods Anchorage are at **Annex 2**.

(f) Revoking the Tsuen Wan Dangerous Goods Anchorage and rearranging the anchorage and DBAs at Yau Ma Tei and Cheung Sha Wan, to replace the aforementioned revoked locations. The proposed rearrangement of anchorages and DBAs at Yau Ma Tei and Cheung Sha Wan are at **Annex 3**.

(g) Converting the Rocky Harbour Dangerous Goods Anchorage to multi-purpose anchorages to facilitate the anchorage by more ocean-going vessels visiting Hong Kong for various reasons. The proposed Rocky Harbour Anchorage is at **Annex 4**.

5. The marine traffic impact assessment (MTIA) and quantitative risk assessment (QRA) across various anchorages for appraising the risk levels of accommodating green maritime fuel bunkering vessels have been conducted. According to the Hong Kong Risk Guideline, the individual risk and societal risk associated with the proposed Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2 when anchored with bunkering vessels carrying methanol/ liquefied natural gas/ ammonia and traditional fossil fuel are at “as low as reasonably practicable” level, while the individual risk and societal risk associated with the proposed South-east Lamma Dangerous Goods Anchorage when anchored with bunkering vessels carrying methanol/ liquefied natural gas/ ammonia and traditional fossil fuel are at “acceptable” level.

6. In view of the rearrangement of port facilities, some aids to navigational, such as “Yau Ma Tei 1”, will also be adjusted accordingly.

#### Proposal 2: Enabling Operators of Green Marine Fuel Bunkering Services to use Government Mooring Buoys at Concessionary Buoy Dues<sup>2</sup>

7. It usually takes about two years for concrete sinkers to stabilise on the seabed for large vessels to set up private mooring, so as to provide adequate holding power for vessels to use the private mooring safely under inclement weather conditions. On top of basis of the existing daily rate of buoy dues, we propose to introduce other fee calculation methods (such as monthly, quarterly, or annual rate). This will allow operators of green marine fuel bunkering services to use the five Government mooring buoys (GMBs) in Kellett Bank at concessionary buoy dues. During the usage period of the five GMBs in Kellett Bank, service operators must arrange the installation of their own private mooring

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<sup>2</sup> Required legislative amendments under Proposal 2 include the Shipping and Port Control Ordinance (Cap.313A), the Merchant Shipping (Local Vessels) (General) Ordinance (Cap. 548F), and the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap. 548J).

at their own expense at the soonest, which will be used for mooring by their own bunkering vessels after the usage period of GMBs. Additionally, the Government is studying the utilisation of all other GMBs and review whether there is room to apply the new fee calculation methods to all other GMBs, so as to elevate utilisation rate and make good use of public resources. The Government is currently studying specific details and arrangement, such as fees, utilisation rate, and terms of use. The Government will notify all relevant stakeholders upon completion of the study.

### Proposal 3: Relocating Private Mooring Facilities for Oil Carriers

8. The Marine Department proposes revoking the Tsuen Wan Dangerous Goods Anchorage and recommends rearranging the anchorages at Yau Ma Tei, relocating the existing Cheung Sha Wan DBA to Yau Ma Tei, and gradually relocating the 67 sets of private mooring facilities currently installed in Tsuen Wan for oil carriers to the proposed North of Yau Ma Tei Anchorage No. 1 Private Mooring Area at Yau Ma Tei, the Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2. The proposed North of Yau Ma Tei Anchorage No. 1 Private Mooring Area, the Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2 will be available for private mooring use by oil carriers and green fuel carriers, which will align with the future green transformation of the shipping industry and the trend of switching to the use of green marine fuels. The Marine Department will further liaise with oil carrier operators regarding the details of the relocation.

9. Marine Department has been closely monitoring the typhoon sheltering arrangement of river trade vessels and local vessels. Many of them anchored at Kellett No. 2 Anchorage and Yau Ma Tei Anchorage. To address the severe weather relating to climate change and enhance the sheltering safety of oil tankers and green fuel carriers, the Marine Department has commissioned a classification society to review the technical specifications of private moorings. The new specification will be implemented, starting with vessels relocating to the new private mooring areas, to enhance sheltering safety for vessels.

## Proposal 4: Updating Existing Maritime Legislation<sup>3</sup>

### Repeal of Certain Requirements Related to Signal Identification and Display

10. In addition to the above proposals for the rearrangement of port facilities, all vessels can now use electronic equipment onboard to identify other vessels, while officers of the Marine Department can track the movements of vessels visiting and transiting port of Hong Kong in real-time through the Vessel Traffic Services System. Hence, the Marine Department proposes to repeal requirements related to hoisting of signal letters, identification flags, berthing signals, signals of leaving a berth, etc., under existing maritime legislation.

### Updating the Boundaries of the Terminal and Restricted Areas Plans for the Hong Kong-Macao Ferry Terminal and the China Ferry Terminal

11. Currently, the latitude and longitude coordinates of the plans related to the boundaries of the terminal for the Hong Kong-Macao Ferry Terminal (HK-MFT) and China Ferry Terminal (CFT) have not been clearly indicated, and the restricted area plans need to be updated in line with surrounding developments. The Marine Department recommends updating the existing plans to the 2026 version, with the aim of facilitating coxswains and maritime stakeholders to grasp information related to boundaries of the terminal and the restricted areas for HK-MFT and CFT. The latitude and longitude coordinates based on the 1984 World Geodetic System (WGS 84) will be delineated in the new plans to clearly mark the boundaries of HK-MFT and CFT and enhance management efficiency.

## **Consultation**

12. The Marine Department consulted various sectors of marine industries and stakeholders on the above-mentioned proposal in August and September this year, and generally received their support. The Marine

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<sup>3</sup> Required legislative amendments under Proposal 4 include the Shipping and Port Control Ordinance (Cap.313A) and the Shipping and Port Control (Ferry Terminals) Regulations (Cap. 313H).

Department has also received views from fishermen's representatives who are concerned that the establishment of new anchorages will reduce the area of fishing areas in Hong Kong waters. The Marine Department has explained to the fishermen's representatives that the purpose of setting up the new anchorage is to support the long-term development of green maritime fuel bunkering in Hong Kong. Without affecting navigation safety, port operations or their own safety, fishing vessels can conduct fishing activities at anchorages.

## **Way Forward**

13. If supported by the committee, we will amend relevant legislation to implement the abovementioned recommendations, aiming to complete the relevant legislative work within 2026.

14. Regarding the proposal to relocate the private mooring facilities in Tsuen Wan, we will further liaise with oil carrier operators on the details of the relocation to gradually move the private mooring facilities to the proposed North of Yau Ma Tei Anchorage No. 1 Private Mooring Area, Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2.

## **Advice Sought**

15. Members are invited to provide comments and give endorsement to the above proposals.

**Marine Department  
Planning & Services Division  
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