**Annex**

# Proposed Water Recreation and Yacht Bay Development

## PURPOSE

This paper serves to brief members on the Proposed Water Recreation and Yacht Bay Development (referred as "the Project" hereafter), which comprises water recreation, berthing and mooring facilities. A Marine Traffic Impact Assessment (MTIA) has been conducted to evaluate the marine traffic impacts associated with the construction and operational stages of the Project. This paper presents the findings and recommendations of the MTIA.

## BACKGROUND

2. The Project is a significant component of Airport Authority Hong Kong (AAHK)'s Airport City Blueprint "SKYTOPIA" released in January 2025. Integrating commercial activities, popular culture, art trading, entertainment and leisure, SKYTOPIA features projects that capitalise the unique advantages of Hong Kong and leverage the land and marine resources near the Hong Kong International Airport (HKIA). The Project shall diversify leisure and tourism opportunities, fostering a marine lifestyle destination for locals and overseas visitors. The provision of marina and water recreational activities shall also complement the offerings of SKYTOPIA, shaping HKIA as a destination for all.

3. The Project is one of the initiatives under the Chief Executive's 2024 Policy Address to develop a world-leading Airport City. The Government will plan with AAHK to expand the scale of the Airport City, building a new, world-leading landmark in the bay area at the southern side and eastern side of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (HZMB HKP), and the sheltered sea area at the northern tip of the Tung Chung New Town Extension.

4. This initiative has been further taken forward to the Chief Executive's 2025 Policy Address. The development of the yacht bay at the Airport City, providing more than 500 additional berths, including berths that can accommodate yachts over 80m in length, is considered as one of the components in enhancing amenities for the yacht industry and promoting yacht tourism. Furthermore, the commitment of the Government to achieving the Airport City vision is clearly seen in the strong collaboration with the AAHK. The development of the yacht bay will invigorate the area around the HKIA, foster commercial, tourist, and leisure activities, while also play a crucial role in advancing SKYTOPIA and the Airport City vision.

## THE PROPOSAL

5. The location plan and arrangement of the proposed facilities are illustrated in **Enclosure 1**. The proposed facilities include (A) HZMB HKP South Berthing Facility, (B) HZMB HKP East Mooring Space, (C) Tung Chung East (TCE) Marina and Water Recreation Area and (D) Water Park. The construction phase of the Project will tentatively commence in early 2027 and will be completed in late 2030. Details of each facility are summarized as follows:

A. HZMB HKP South Berthing Facility: Provides up to 495 nos. wet berths for vessels/yachts with length overall (LOA) up to 60m long. There will be shuttle boat services between HZMB HKP South and East and TCE Marina, with a stop-over point at the Water Park;

B. HZMB HKP East Mooring Space: The berthing and mooring structure will provide about 27 nos. wet berths for vessels/yachts with LOA from 40m to 120m;

C. TCE Marina and Water Recreation Area: Provides up to 51 nos. wet berths for vessels/yachts with LOA up to 30m. The supporting facilities including (i) a Marina Club and (ii) Dry Dock Storage and Berth Maintenance will be provided at the eastern landfall of the berthing facility. At the west of the berthing facility, there will be a water recreation area (e.g. for paddle boat); and

D. Water Park: Comprising a Cable Wake Park and Inflatable Park, and motorised/ non-motorised water recreational activities.

## MARINE TRAFFIC ASSESSMENT AND FINDINGS

6. A MTIA was conducted during the Project's preliminary design stage to assess the potential construction and operation issues of the Project, with reference to the Formal Safety Assessment (FSA) methodology adopted by the International Maritime Organization (IMO). The FSA provides a structured approach to the assessment of marine traffic risk and effectiveness of control mechanisms.

### *Existing Marine Traffic Activities*

7. The Project is sited in an area of low traffic activity. An extensive survey was undertaken to develop a comprehensive understanding of traffic patterns in the vicinity of the bay area. This was achieved by collation of visual time-lapse survey records taken during November 2023, together with an analysis of radar and Automatic Identification System (AIS) data between March 2023 and May 2023. The survey identified that:

(a) Traffic activities near the Project site primarily consist of ferries, launches, fishing vessels, workboats, small boats and motorboats; and

(b) Traffic volumes in the bay are low for Hong Kong Waters, with an average daylight traffic volume (i.e. 7 a.m. to 7 p.m.) of about 10 hourly vessel movements, entering or departing the bay by passing beneath the viaduct of the Tuen Mun – Chek Lap Kok Link.

*Future Marine Traffic Activities*

8. A thorough assessment of the anticipated marine traffic levels up to the year 2031 (the tentative operation stage of the Project) has been developed on the basis of the best available data sources. It has taken into account cargo projections, marine traffic growth trends and planned marine infrastructure.

*Construction Stage of the Project*

9. The construction stage of the Project will tentatively commence in early 2027 for completion by late 2030. The peak period for construction traffic is anticipated to fall between 2027 and 2028, during dredging and breakwater construction. In this period, construction vessels entering and leaving the work sites will generate about 44 vessel movements per day. Internal work site traffic will generate an additional 32 movements, totalling about 76 vessel movements per day.

10. The findings of the MTIA reveal that the risk of collisions, groundings and allisions during the construction stage of the Project would fall within the acceptable or As Low As Reasonably Practicable (ALARP) regions.

*Operation Stage of the Project*

11. The operation stage of the Project will commence by 2031, tentatively. It is anticipated that 11.3% of vessels of the 573 berthing spaces will depart during weekends, based on survey data collected, generating an average of about 7 vessel movements per hour between 7 a.m. and 2 a.m. the following day. A shuttle boat service is envisaged, providing services between the HZMB HKP South and East, TCE Marina and Water Park.

12. The change in marine traffic risk arising from establishment and operation of the Project has been assessed. The findings of the MTIA reveal that the risk of collisions, groundings and allisions during the operation stage of the Project would fall within the acceptable or ALARP regions.

*No Impact to the Marine Facilities from the Proposed Breakwater*

13. A hydrodynamic study has been conducted to assess if there would be current and morphological changes arising from the proposed breakwater around the HZMB

HKP South Berthing Facility and TCE Marina. The study concluded that there would be no significant impacts on the current speed and direction, particularly along the Tung Chung Buoyed Channel and at the entrances to the HZMB HKP South Berthing Facility and TCE Marina.

## PROPOSED CONTROL MEASURES

14. To enhance navigation safety within the sea area, particularly to coordinate the simultaneous use of the Tung Chung Buoyed Channel and the exit points of the proposed berthing and mooring facilities, as well as taking into consideration of bridge height restriction at the viaduct of Tuen Mun – Chek Lap Kok Link and height restriction within the HKIA Approach Areas, the following management measures are proposed by AAHK below:

*General Measures (applicable to both the construction and operation stages)*

15. A Marine Traffic Control Centre (MTCC) will be established for the Project. Using Global Positioning System (GPS), Automatic Identification System (AIS) and Very High Frequency (VHF) radio communications, the MTCC will:

(a) conduct real-time monitoring of Project-related vessel movements and marine traffic in the vicinity sea area;

(b) coordinate vessel movements, including pre-planned inbound/outbound routes (see **Enclosure 2**) and arrival/departure arrangements, where appropriate;

(c) operate on a dedicated VHF channel assigned by the Office of the Communications Authority (OFCA), and will not use any VHF channels listed in the First Schedule of Shipping and Port Control Regulations (Cap. 313A) to communicate with vessels navigating in the area;

(d) provide marine traffic information services to vessels; and

(e) provide support to vessels and/or relevant Government Departments (e.g. Marine Department, Fire Services Department, etc.) during emergency situations.

*Construction Stage Measures*

16. In addition to the general measures listed in Section 15 above, the management plan for the construction stage will include:

(a) regular Marine Management Liaison Group (MMLG) meetings will be

held with relevant marine industry stakeholders throughout the construction period to coordinate schedules and mitigate marine traffic conflicts; and

(b) advance information on relevant marine works, works areas, programme and marine traffic arrangements will be provided to the Marine Department, where appropriate, for consideration of promulgation of Marine Department Notices and/or navigational warnings.

*Operation Stage Measures*

17. In addition to the general measures listed in Section 15 above, during the operation stage:

(a) fixed or floating Aids to Navigation (AtoN) will be installed or relocated to demarcate (i) the location of the proposed berthing and mooring facilities, (ii) the boundary of the proposed berthing and mooring facilities, and (iii) the boundary of water recreation areas and Water Park;

(b) an Arrival Check-in System will be implemented to aid in managing traffic flow within the navigation channel and to allocate berthing facilities in advance, taking into account height restriction requirements at specific berthing and mooring facilities (see **Enclosure 3**);

(c) appropriate measures will be implemented to minimise potential impacts to the Marine Parks, such as recommending travel routes for vessels to avoid passing through the Marine Parks or use the shortest route if unavoidable with limiting vessel speed of 10-knot;

(d) regular seabed sounding surveys at the proposed berthing and mooring facilities will be conducted to ensure navigational safety. Maintenance dredging will be carried out, if necessary; and

(e) all measures will be reviewed for continuous improvement in marine traffic safety. The review process may involve the relevant government departments, ferry operator(s), and other relevant maritime stakeholders, if necessary.

**WAY FORWARD**

18. AAHK held a briefing session for members on the MTIA for the Project on 25 June 2026. The session presented the MTIA findings for both the construction and operation stages of the Project, together with the proposed marine traffic safety

measures. During the Q&A session, members sought clarification on the proposed measures, to which AAHK responded accordingly. No objection to the Project or insurmountable concern was raised.

19. Subject to the relevant statutory procedures and support from stakeholders, AAHK will proceed with the detailed design of the Project, with construction scheduled to commence in early 2027 and targeted for commissioning in 2031.

## ADVICE SOUGHT

20. Members are invited to offer comments on the proposed navigation arrangement and marine traffic risk control measures of the Project.

All enquiries regarding the Project can be addressed to:
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## ENCLOSURES

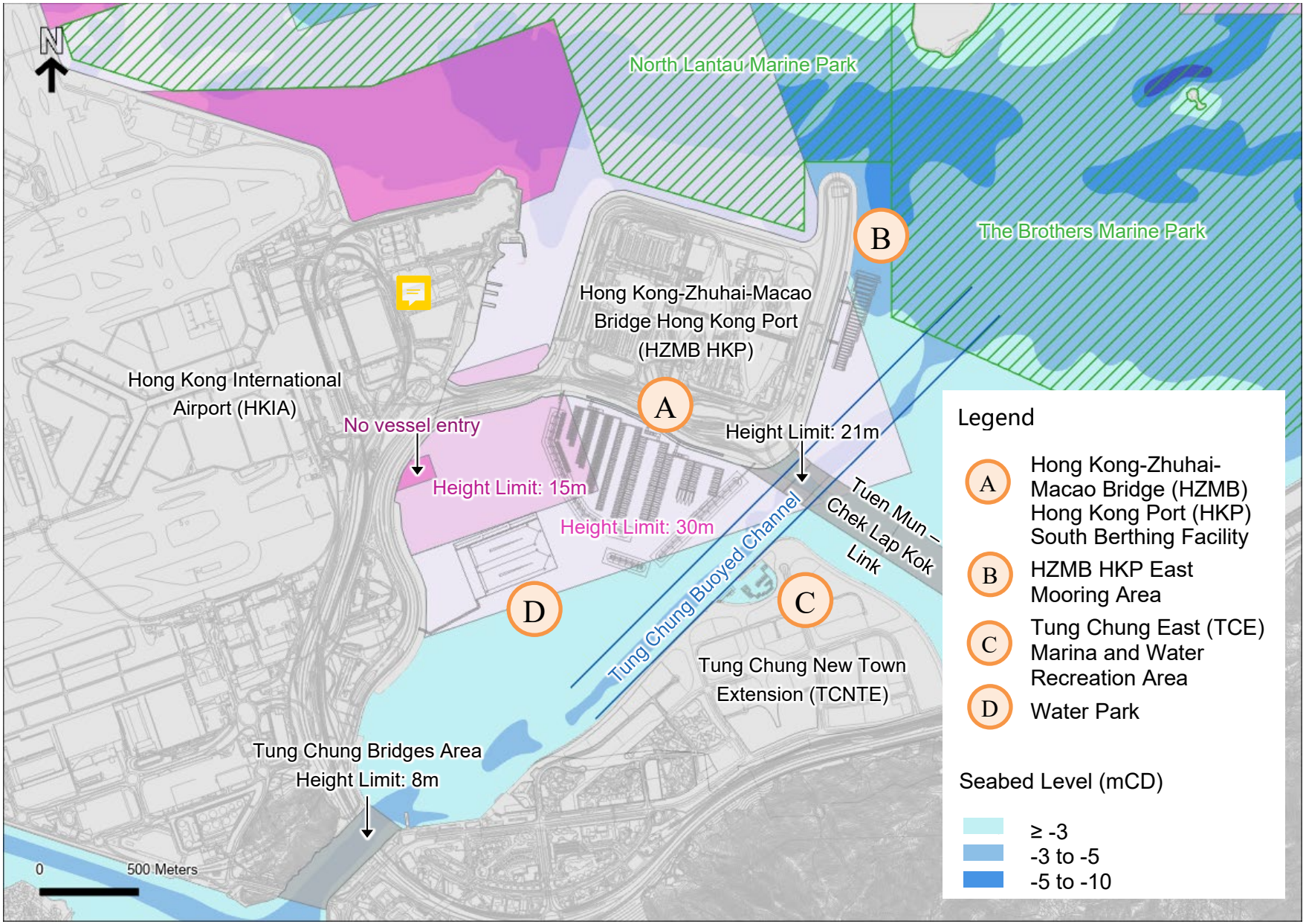
**Enclosure 1** Location Plan of Proposed Water Recreation, Berthing and Mooring Facilities

**Enclosure 2** Pre-Planned Routes for Pleasure Vessel

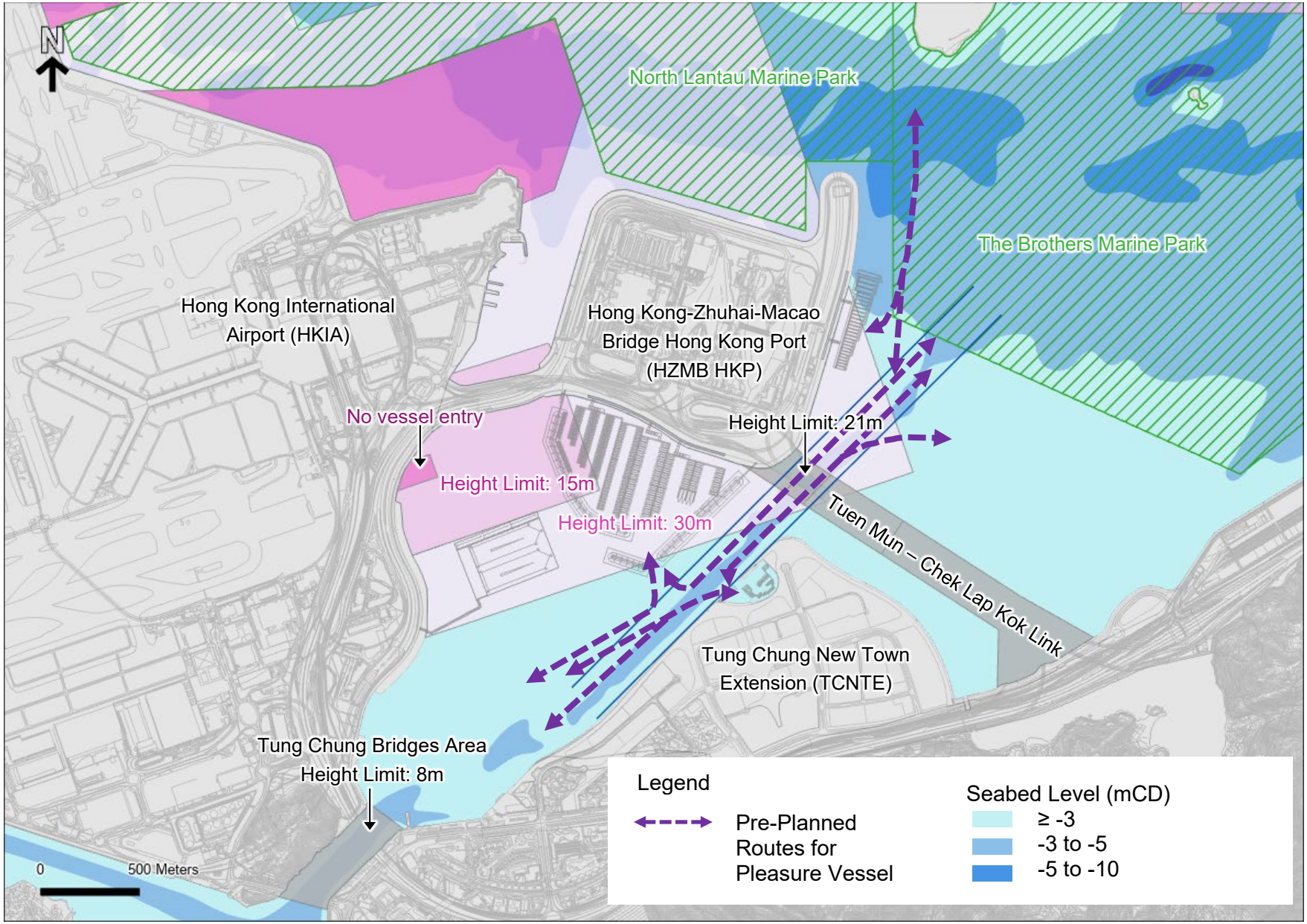
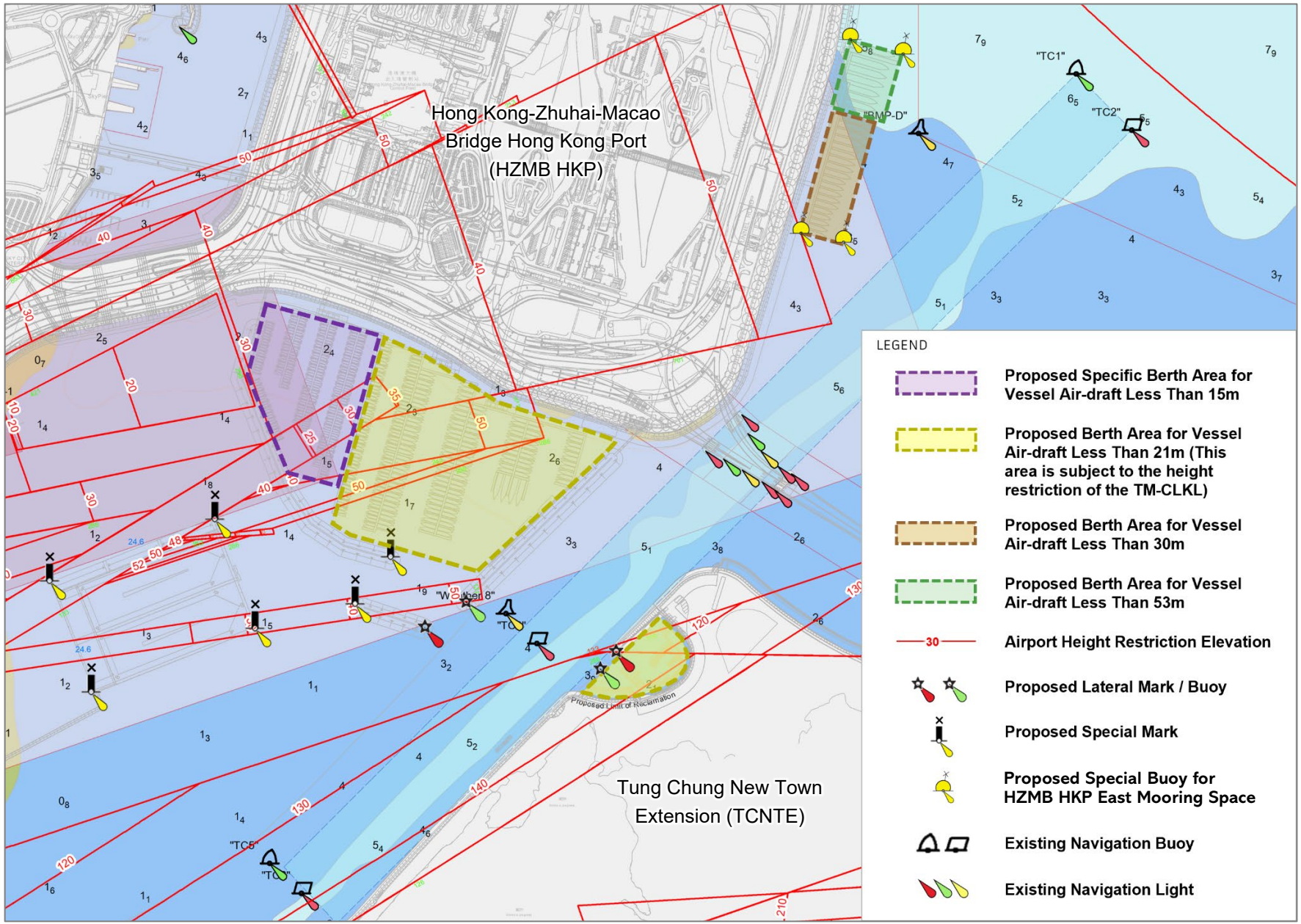
**Enclosure 3** Specific Height Zone at HZMB HKP South Berthing Facility and HZMB HKP East Mooring Space based on Height Limits from HKIA Approach Areas and Airport Height Restrictions

**Airport Authority Hong Kong**
**July 2026**

**Enclosure 1 – Location Plan of Proposed Water Recreation, Berthing and Mooring Facilities**



**Enclosure 2 - Pre-Planned Routes for Pleasure Vessel**



**Enclosure 3 - Specific Height Zone at HZMB HKP South Berthing Facility and HZMB HKP East Mooring Space based on Height Limits from HKIA Approach Areas and Airport Height Restrictions**