

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

**Re-arrangement of Marine Facilities in the Southwestern Waters**

**Purpose**

This paper is to seek members' endorsement of the proposal to re-arrange the marine facilities in the southwestern waters of Hong Kong to cope with the changes in traffic pattern and to meet the latest operational requirements. The proposed re-arrangements include:

- (a) repeal of a Recommended Traffic Separation Scheme (TSS);
- (b) establishment of a new fairway system;
- (c) establishment of a new multi-purpose anchorage;
- (d) establishment of a new pilot boarding station; and
- (e) adjustment of aids to navigation.

**Background**

2. The Marine Department established three Recommended TSSs in the waters north of Cheung Chau, south of Cheung Chau and northwest of Siu A Chau in 1984<sup>1</sup> for high speed crafts (HSCs) to follow for the purpose of minimizing the occurrence of head-on situations.

3. In the coming years, there will be new port facilities in the southwestern waters of Hong Kong coming into operations, including the Hong Kong Offshore Liquefied Natural Gas Terminal on east of Soko Islands (in 2023) and the Integrated Waste Management Facilities at Shek Kwu Chau (in 2025).

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<sup>1</sup> Notice to Mariner No. 40 of 1984

4. It is therefore anticipated that, in addition to HSCs plying between Hong Kong and the Pearl River Delta, new marine traffic ranging from fully laden gas carriers, dry cargo vessels carrying containerized wastes and various supporting vessels related to those new facilities will be introduced to the waters south of Cheung Chau, with various sizes, drafts, speeds and maneuvering characteristics.

5. Moreover, there has been no designated anchorage for vessels with various special purpose visiting Hong Kong, such as temporary anchoring of visiting LNG carrier, vessels subject to quarantine inspection for Covid-19, vessels requiring emergency cargo handling etc. In the past, the patch of waters southwest Lamma Island (though not a designated anchorage) has been used to meet such operational needs. Hence, a multi-purpose anchorage is needed to be established in the vicinity of the waters southwest of Lamma Island.

### **The Proposal**

6. Having considered the forgoing traffic pattern and environment, it is suggested to re-arrange the marine facilities in the southwestern waters of Hong Kong as follows:

(a) to repeal the existing Recommended TSS in the waters south of Cheung Chau;

(b) to establish a new fairway system in the waters south of Cheung Chau which will comprise of three fairways, i.e. from east to west: “West Lamma Fairway”, “South Shek Kwu Chau Fairway”, “Soko Fairway” respectively;

(c) to establish a new multi-purpose anchorage, namely “South Cheung Chau Anchorage”, which will serve the purpose of dangerous goods anchorage, contingency anchorage and pilot boarding place;

(d) to establish a new pilot boarding station within the proposed South Cheung Chau Anchorage;

(e) to remove the safe water marks “Shek Kwu Chau” and to erect a north cardinal mark at the south boundary of the proposed South Shek Kwu Chau Fairway; and

(f) to remove the safe water mark “Cheung Chau” and to erect a south cardinal mark at the southwest end of the proposed West Lamma Fairway.

(g) to establish new appropriate cardinal mark(s).

7. The alignment of the proposed fairway system, multi-purpose anchorage,

pilot boarding station and aids to navigation are shown on Annex A. The proposed coordinates in WGS-84 datum are listed on Annex B.

### **Justifications**

8. Operators, masters and coxswains of vessels are required to observe the International Regulations for Preventing Collisions at Sea 1972 (COLREGS). But, Rule 10 of COLREGS does not apply to the South Cheung Chau Recommended TSS currently as it is not adopted by the International Maritime Organization. The establishment of the proposed fairways system will clarify the applicable steering and sailing rules, and facilitate Marine Department's regulation of marine traffic in the waters south of Cheung Chau. In particular, operators, masters and coxswains of vessels are required to observe the Rule 9 - the "Narrow Channels" of COLREGS when approaching, navigating along or crossing the proposed fairway system.

9. The proposed multi-purpose anchorage will provide great facilitation to a wide range of special purpose vessels visiting Hong Kong and to support the sustainable development of Hong Kong port.

### **Way forward**

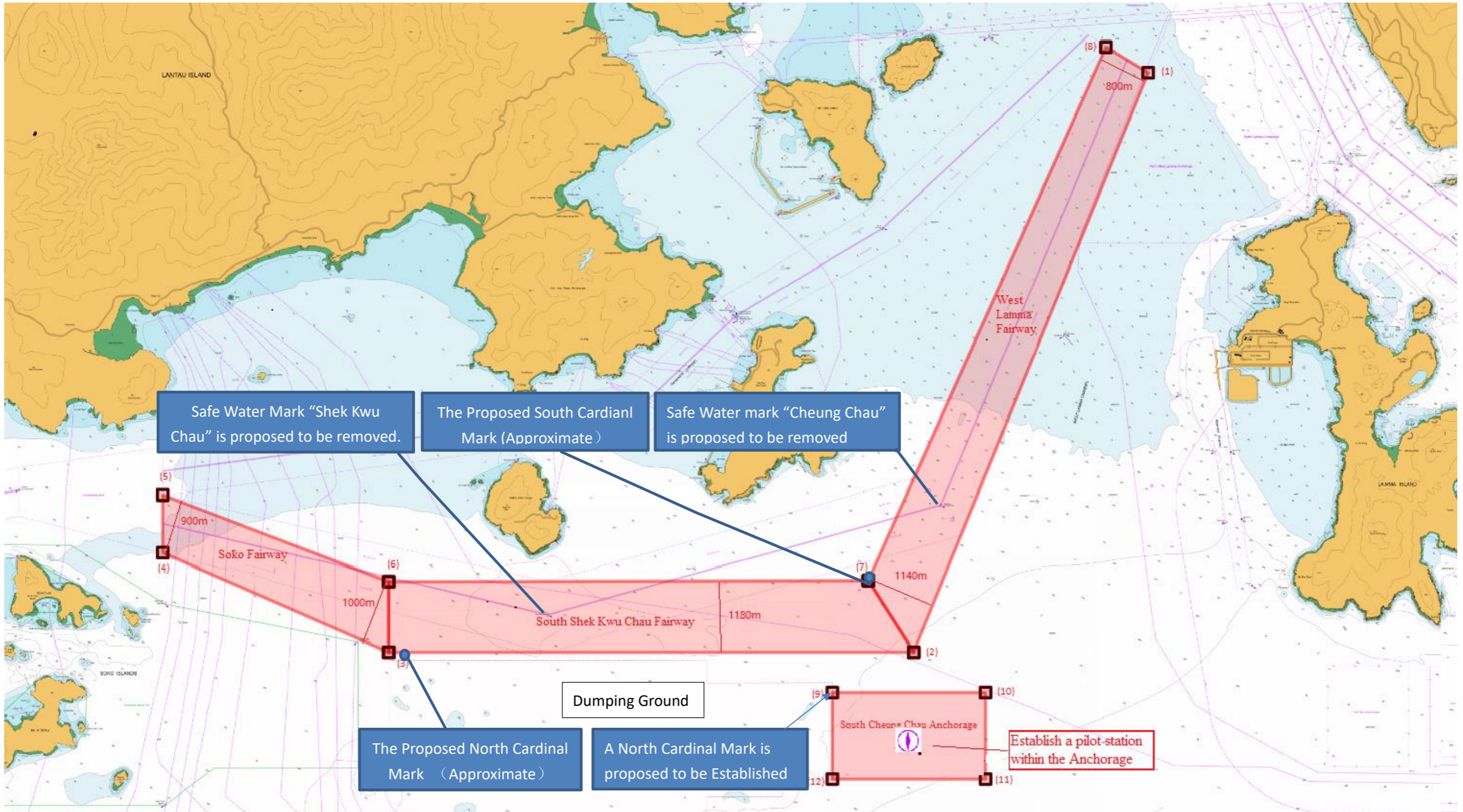
10. Subject to the support of this committee, legislative amendments will be made for implementing the proposed fairway system and the proposed multi-purpose anchorage. When the legislation for the proposed fairway system and the proposed multi-purpose anchorage are made, the existing Recommended TSS in the waters south of Cheung Chau will be repealed.

### **Advice Sought**

11. Members' comment and endorsement are sought on the Proposal.

**Planning, Development & Port Security Branch**  
**Marine Department**  
**December 2022**

The Proposed Alignment of the new Fairway System, new Multi-purpose Anchorage (South Cheung Chau Anchorage), new Pilot Boarding Station and Aids to Navigation



**Coordinates of the proposed new Fairway System and new Multi-Purpose Anchorage**

1. The proposed new Fairway System is bounded by straight lines joining the following co-ordinates (WGS 84 Datum) from (1) to (8):

- (1) 22°15.590'N 114°05.401'E
- (2) 22°10.424'N 114°03.122'E
- (3) 22°10.424'N 113°58.001'E
- (4) 22°11.309'N 113°55.796'E
- (5) 22°11.825'N 113°55.796'E
- (6) 22°11.058'N 113°58.001'E
- (7) 22°11.063'N 114°02.680'E
- (8) 22°15.824'N 114°04.996'E

2. Boundaries of the West Lamma Fairway

On the east, straight lines joining the following positions-

- (1) 22°15.590'N 114°05.401'E
- (2) 22°10.424'N 114°03.122'E

On the west, straight lines joining the following positions-

- (7) 22°11.063'N 114°02.680'E
- (8) 22°15.824'N 114°04.996'E

3. Boundaries of the South Shek Kwu Chau Fairway

On the north, straight lines joining the following positions-

- (6) 22°11.058'N 113°58.001'E
- (7) 22°11.063'N 114°02.680'E

On the south, straight lines joining the following positions-

- (2) 22°10.424'N 114°03.122'E
- (3) 22°10.424'N 113°58.001'E

4. Boundaries of the Soko Fairway

On the north, straight lines joining the following positions-

(5)  $22^{\circ}11.825'N$   $113^{\circ}55.796'E$

(6)  $22^{\circ}11.058'N$   $113^{\circ}58.001'E$

On the south, straight lines joining the following positions-

(3)  $22^{\circ}10.424'N$   $113^{\circ}58.001'E$

(4)  $22^{\circ}11.309'N$   $113^{\circ}55.796'E$

5. The proposed South Cheung Chau Anchorage which is a multi-purpose anchorage is bounded by straight lines joining the following coordinates (WGS 84 Datum) from (9) to (12):

(9)  $22^{\circ}10.060'N$   $114^{\circ}02.325'E$

(10)  $22^{\circ}10.060'N$   $114^{\circ}03.819'E$

(11)  $22^{\circ}09.291'N$   $114^{\circ}03.819'E$

(12)  $22^{\circ}09.291'N$   $114^{\circ}02.325'E$