

POC Paper No. 5/13**Port Operations Committee****Establishment of Principal Fairways in the Waters North of Lantau Island****Purpose**

The purpose of this paper is to seek members' endorsement on the proposal to establish fairways in the waters north of Lantau Island for better marine traffic management.

Background

2. In the early 1980s, a coal-fired power station and a cement plant were established at Tap Shek Kok. To enable bulk carriers of up to 120,000dwt to access to the berths of these facilities, a deep water channel was dredged and marked with buoys in the waters north of Lantau Island during the mid-1980s.

3. Since 1990s, marine traffic at the waters north of Lantau Island has grown tremendously with the development of the ports in Pearl River Delta, in particular the ports in western Shenzhen. Various types and sizes of vessels ranging from large deep draught coal carrier (LOA 280m, draft 16.8m), product tankers carrying aviation fuel (LOA 229m, draft 15.0m), ultra large container ship (LOA 395m, draft 15.5m) to sizable ocean tugs (LOA 70m, draft 6m), river trade vessels (LOA 49m, draft 4m) and high speed ferries (LOA 48m, draft 2m) have utilized this waterway for maritime transportation. To manage this change in traffic volume and ensure navigational safety, traffic measures have been introduced over the years. The measures include the reposition, renaming, withdrawal of navigational light buoys and conduction of maintenance dredging to remove high spots along the waterway. Today, the north Lantau Island waters has become one of the busiest waterways in Hong Kong with about 800 vessel movements per day.

Current Situation**Navigation Hazard**

4. The topographical and bathymetrical conditions of the water areas north of Lantau Island impose various constraints to different size of vessels. The stretch of water is in the shape of a trumpet with a width of about 1600m on the eastern side and 3500m on the western side. Except a waterway of over 20m in depth which runs along the centre of this stretch of water, the general water depth is about 10m. However, this waterway is only about 500m in

width with the narrowest part being 200m in width at north of buoy CP4. Since large and deep draught vessels can only safely navigate within the 20m depth contour, this narrow section severely limits the navigable sea room of large ocean-going vessels. Besides, the shoals off Tsing Lung Tau and northwest of Cheung Sok and the International Airport Approach Area No. 6 at north of The Brothers with a 15m air draught restriction also reduce the width of navigable waters for large ocean going vessels.

Navigation Safety

5. Despite a general traffic pattern which flows along the waterway has been formed by the majority of vessels, mixed modes of traffic encounters exist in north of Lantau Island waters. Crossing situations often occur at west of Tai Mo To where deep draught vessels normally on a east/west course encounter the north/south bound tugs and work barges. Head-on situations also frequently take place along the waterway. These situations render the need of further vessel traffic management measures in the area.

Navigation Aids

6. The current type and disposition of the buoys CP1 through CP7 has an effect to indicate the port and starboard hand sides of the route to be followed by vessels, and to allure vessels that could safely navigate outside the buoyed channel to navigate through it. The occupancy of the buoyed channel by small light draught vessels navigating in opposite direction would seriously affect the navigation of large deep draught vessels which can only safely navigate inside the buoyed channel.

The Study

7. To resolve the current predicament, a study and review on the traffic management and the buoyage system in the subject area has been commenced in mid-2008. The study comprised of site visits, traffic composition and pattern analysis as well as technical discussions with the Hong Kong Pilots Association. The study completed in 2011 and recommended the establishment of principal fairways in the waters north of Lantau Island in order to cope with the present and future traffic situations. To prove the feasibility of the proposal, navigation simulations have been conducted with the assistance of Hong Kong pilots at the Marine Department Training Centre.

The Proposal

Proposed Fairway Configuration

8. It is proposed to establish a routing system which comprises of three principal

fairways and a fairway junction. Associated with the establishment of these new fairways, one new east cardinal mark (URE) would be laid and three existing buoys (CP1, CP2 & UR2) are to be relocated. The fairway delineation and buoy dispositions are illustrated in the Annex.

9. The proposed name for the three new fairways are, from east to west, “Ha Pang Fairway”, “Castle Peak Fairway” and “Urmston Road Fairway” respectively.

10. The fairway ends at about 1.2 nautical miles south of the HKSAR boundary in the vicinity of the pilot boarding station off Lam Kok Tsui (Black Point) in Urmston Road. This would avoid limiting the navigable water north of the Urmston Road Anchorage and facilitate vessels changing pilots without impeding the through traffic. Establishment of an east cardinal mark is required to demarcate the shallow water to the west.

11. Though the shoal off Tsing Lung Tau lies near to the northern boundary of the fairway junction, it would not hamper the safe navigation of local vessels and river trade vessels owing to their shallow draughts.

12. Due to the narrow width of deep water at the Castle Peak Fairway, it is necessary to adopt a one-way traffic control measure between CP3 and CP7 for vessels of over 290m in length.

Benefit

13. The establishment of these principal fairways and the re-location of navigation buoys would better organize the marine traffic. It would further enhance navigational safety in the waters north of Lantau Island by the establishment of clearly defined fairways to govern the behavior of vessels navigating along, crossing or outside the fairways.

Consultation

14. The Hong Kong Pilots Association has been consulted on the disposition of buoys and the alignment and of the fairways. The navigation simulations indicated that the establishment of the fairways is feasible and effective. The Shenzhen Maritime Safety Administration and Shenzhen Pilot Station have also been consulted on the traffic management proposals at waters near the Boundary where change of pilots take place.

15. The Pilotage Advisory Committee (PAC) endorsed the proposal on the PAC held on

24 September 2013. Consultation with the Local Vessels Advisory Committee has been scheduled for their forthcoming meeting to be held on 23 October 2013.

Advice Sought

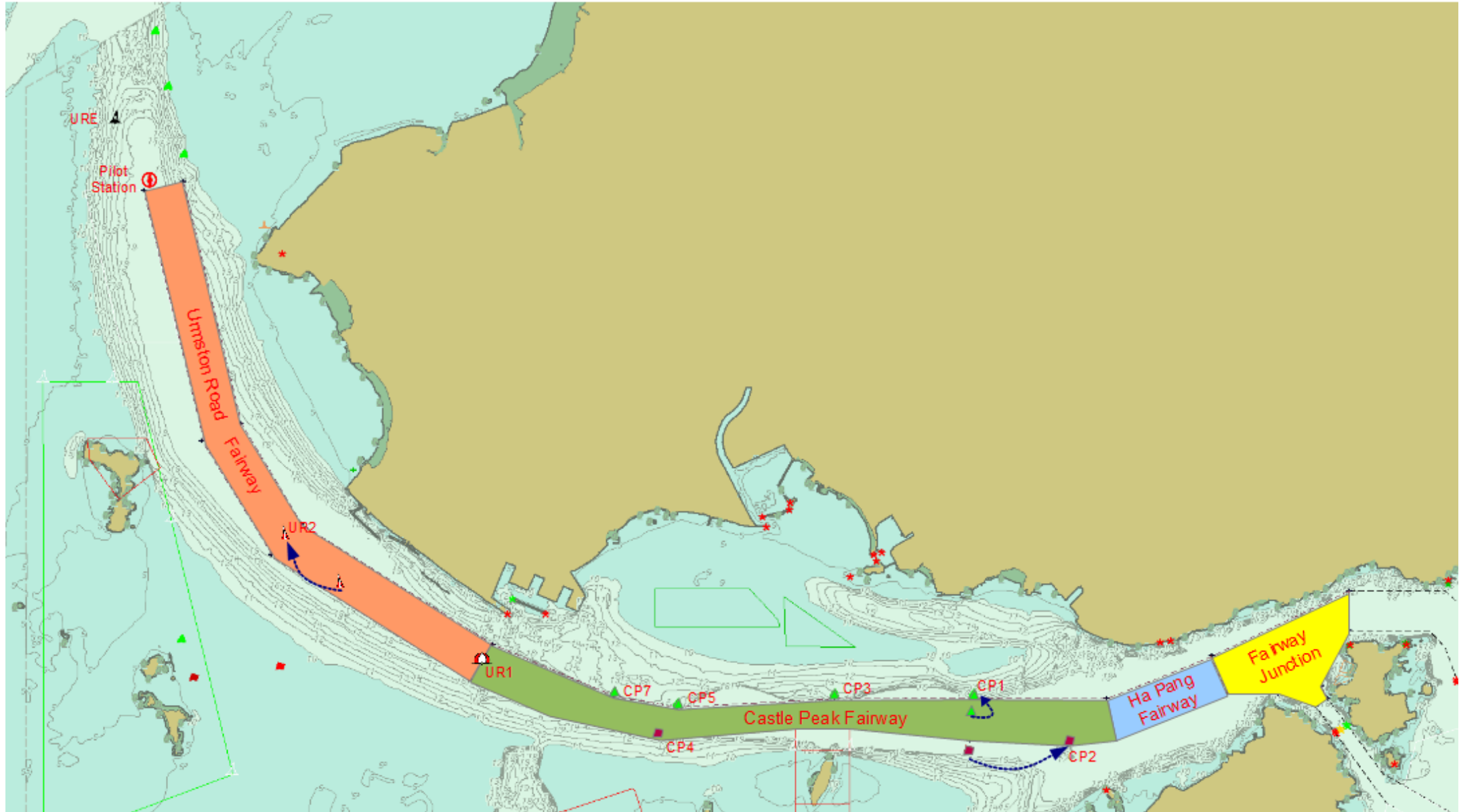
16. Members' comments and endorsement are sought on the proposal to establish the fairways.

Presentation

17. The paper will be presented by Mr. W H Wong, Senior Marine Officer / Vessel Traffic Centre.

Vessel Traffic Section
Marine Department
October 2013

Annex – Proposed Fairways in the Waters North of Lantau Island



Aids to Navigation

The following buoys would be deployed:-

<u>Name</u>	<u>Type</u>	<u>Approx. Location (Lat./ Long.)</u>	<u>Remark</u>
Castle Peak 1 (CP1)	Starboard Lateral Mark	22° 20.89'N 114° 00.20'E	Relocate existing CP1 slightly northward
Castle Peak 2 (CP2)	Port Lateral Mark	22° 20.54'N 114° 01.01'E	Relocate existing CP2 eastward
Castle Peak 3 (CP3)	Starboard Lateral Mark	22° 20.89'N 113° 59.02'E	No change
Castle Peak 4 (CP4)	Port Lateral Mark	22° 20.59'N 113° 57.51'E	No change
Castle Peak 5 (CP5)	Starboard Lateral Mark	22° 20.82'N 113° 57.69'E	No change
Castle Peak 7 (CP7)	Starboard Lateral Mark	22° 20.91'N 113° 57.15'E	No change
Urmston Road 1 (UR1)	Safe Water Mark	22° 21.18'N 113° 56.02'E	No change
Urmston Road 2 (UR2)	Safe Water Mark	22° 22.15'N 113° 54.35'E	Relocate existing UR2 Northward
Urmston Road East (URE)	East Cardinal Mark	22° 25.45' N 113° 52.90' E	New buoy

POC Paper No. 2/15**PORT OPERATIONS COMMITTEE****Rearrangement of Principal Fairways and Anchorages**
in the Western Harbour**Purpose**

The purpose of this paper is to seek members' endorsement of the proposal to rearrange the principal fairways and anchorages in the western harbour to cope with the changes in traffic pattern and operations of the port.

Current Situations in Harbour Area***Traffic Density in Principal Fairways***

2. The Northern, Western, Southern and North Green Island Fairways form the main waterways for vessels navigating in the western side of Victoria Harbour. The marine traffic in the area consists of a mix of Ocean Going Vessels, River Trade Vessels (RTVs), local tug and tows of dumb steel lighters (DSLs), launches, fishing vessels and high speed passenger ferries.

3. As regards the Northern Fairway, the RTVs and DSLs engaged in barging activities at the container terminals and the Stonecutters Island Public Cargo Working Area (SIPCWA) would sometimes encroach upon the Northern Fairway. Also, the vessels concerned often cluster around SIPCWA, causing additional navigation concerns to through traffic using the Northern Fairway.

4. There are also requests for allowing large cruise ship to transit the Victoria Harbour via Northern Fairway. However, the existing 305m fairway width of the Northern Fairway is insufficient for two-way traffic in accordance with the principles given in the “Joint PIANC-IAPH¹ Report on Approach Channels – a Guide for Design” (PIANC Guide). In fact, due to the limited channel width which is inadequate for the turning of large cruise ships, temporary removal of the navigational light buoys “Northern 1” and “Northern 2” in the Northern Fairway has sometimes been required to cater for the transit of certain large cruise ships.

5. As regards the southwestern part of Victoria Harbour, the Southern Fairway and North Green Island Fairway are the main east / west corridor for different types of local vessels and fast passenger ferries. Again, the width of the existing fairways is insufficient to cope with the heavy marine traffic as shown at **Annex 1**, which has occupied the water areas of adjacent anchorages.

Utilization of Government Mooring Buoys

6. The utilization of Government Mooring Buoys (GMBs) has decreased since the establishment of seven service anchorages in the Western Harbour in June 1994. Despite the removal of 24 and 12 GMBs in 2003 and 2009 respectively, the utilization of GMBs remain low. Specially, the average occupancy rate of the GMB A71 and GMB A72 over the past five years (2010 – 2014) were only 2.6% and 4.5% respectively. It is cost ineffective to maintain these two GMBs, and removing them would release valuable water area which would help alleviate the dense marine traffic in the vicinity.

¹ PIANC: Permanent International Association of Navigation Congress; IAPH: International Association of Ports and Harbours

Recommendations

Widening of Northern Fairway

7. Having considered the traffic pattern, traffic environment and the navigational need of large cruise vessels transiting the Victoria Harbour, it is recommended that the Northern Fairway should be widened from 305m to 385m and that corresponding adjustments be made to the Western Dangerous Goods Anchorage. It is further recommended that the section of Northern Fairway at south of the Stonecutters Island should be shifted 80m southward to provide a wider buffer zone off the SIPCWA. The details of the proposed arrangements for fairways and anchorages are shown at **Annex 2**.

Widening of North Green Island Fairway and Southern Fairway

8. As regards the Southern Fairway and North Green Island Fairway, as vessels regularly need to navigate beyond these two fairways into the adjacent anchorage and GMB area due to dense traffic, it is recommended that the two fairways should be widened from about 220m to 600m, and that the Sulphur Channel should join to the Western Fairway. The details of the realignment of fairways are also shown at **Annex 2**. These measures would help alleviate the existing dense traffic and improve navigation safety in the areas concerned.

Rearranging of anchorages and Mooring Area in Kellett Bank

9. Taking into account the needs of different type of vessels including DG vessels, RTVs and local DSLs, the low utilization of certain GMBs and the need to utilize the limited water space in Victoria Harbour to match with the widening of the North Green Island Fairway, it is recommended that GMB A71 and GMB A72 be removed, that GMB B30 be relocated northward, and that the anchorages in Kellett Bank be appropriately rearranged. The proposed rearrangement of anchorages and mooring areas are also shown at **Annex 2**.

Relocation and establishment of Navigation Aids

10. In line with the proposed fairway realignments, it is recommended that the Northern 1 to 4 and the Victoria navigation buoys should be relocated and that a new navigation buoy should be established to provide better delineation of the widened Southern Fairway and North Green Island Fairway. The proposed arrangement is again shown at **Annex 2**.

Effect of Changes in Channel Depth

11. As a result of the proposed fairway widening, some shallow patches will in future fall within the realigned principal fairways. Such changes would not affect the ordinary usage of these principal fairways. The changes in channel depth are as listed below:-

Southern Fairway:	from -7.8m Chart Datum (CD) to -7.7m CD
North Green Island Fairway:	from -10.9m CD to -9.6m CD
Northern Fairway:	from -11.0m CD to -10.3m CD

12. The slight change in water depth of the Southern Fairway from -7.8m CD to -7.7m CD will likewise not affect the marine traffic in the area as the marine traffic of the Southern and North Green Island Fairways are mainly RTVs, local vessels and fast passenger ferries with maximum draughts less than 5m.

13. Similarly, for the newly included -10.3m CD shallow patch in the realigned Northern Fairway, the reduction in channel depth will not affect the main route leading into Kwai Tsing container terminals. Although this part of the Northern Fairway is sometimes used by large cruise ships which are transiting the Victoria Harbour via the Central Fairway (west bound) or the Western Fairway (east bound), the existing draught limit in this route is already restricted by a -10.3m CD shallow patch located to the south of Tsim Sha Tsui. In other words, the reduction in channel depth of the North Fairway to -10.3m CD would not create additional draught restriction over the route used by large cruise ships.

Consultation

14. The High Speed Craft Consultative Committee, the Pilotage Advisory Committee and the Local Vessels Advisory Committee were consulted on 15, 16 December 2014 and 25 February 2015 respectively on the proposal and did not raise any objection. Some members have suggested the establishment of a new navigation buoy which has been incorporated in the recommendation in paragraph 10 above.

Advice Sought

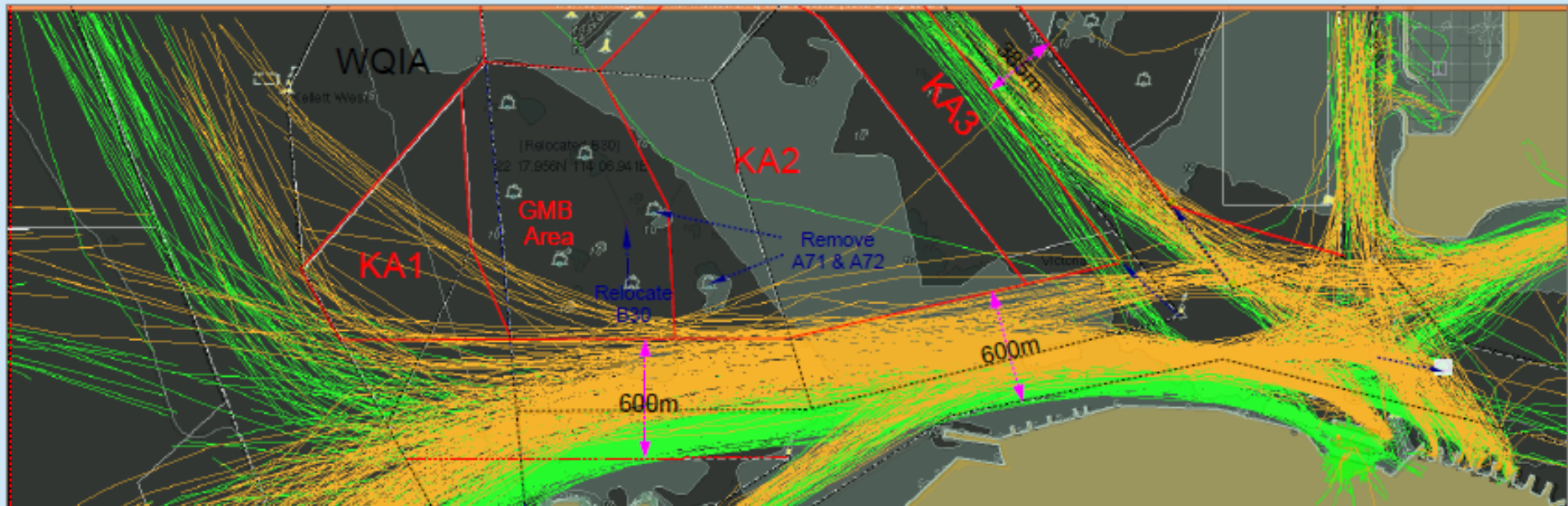
15. Members' comments and endorsement are sought on the proposal as outlined above.

Presentation

16. This paper will be presented by Mr. Warren LI, Senior Marine Officer / Vessel Traffic Centre.

**Vessel Traffic Section
Port Control Division
Marine Department
May 2015**

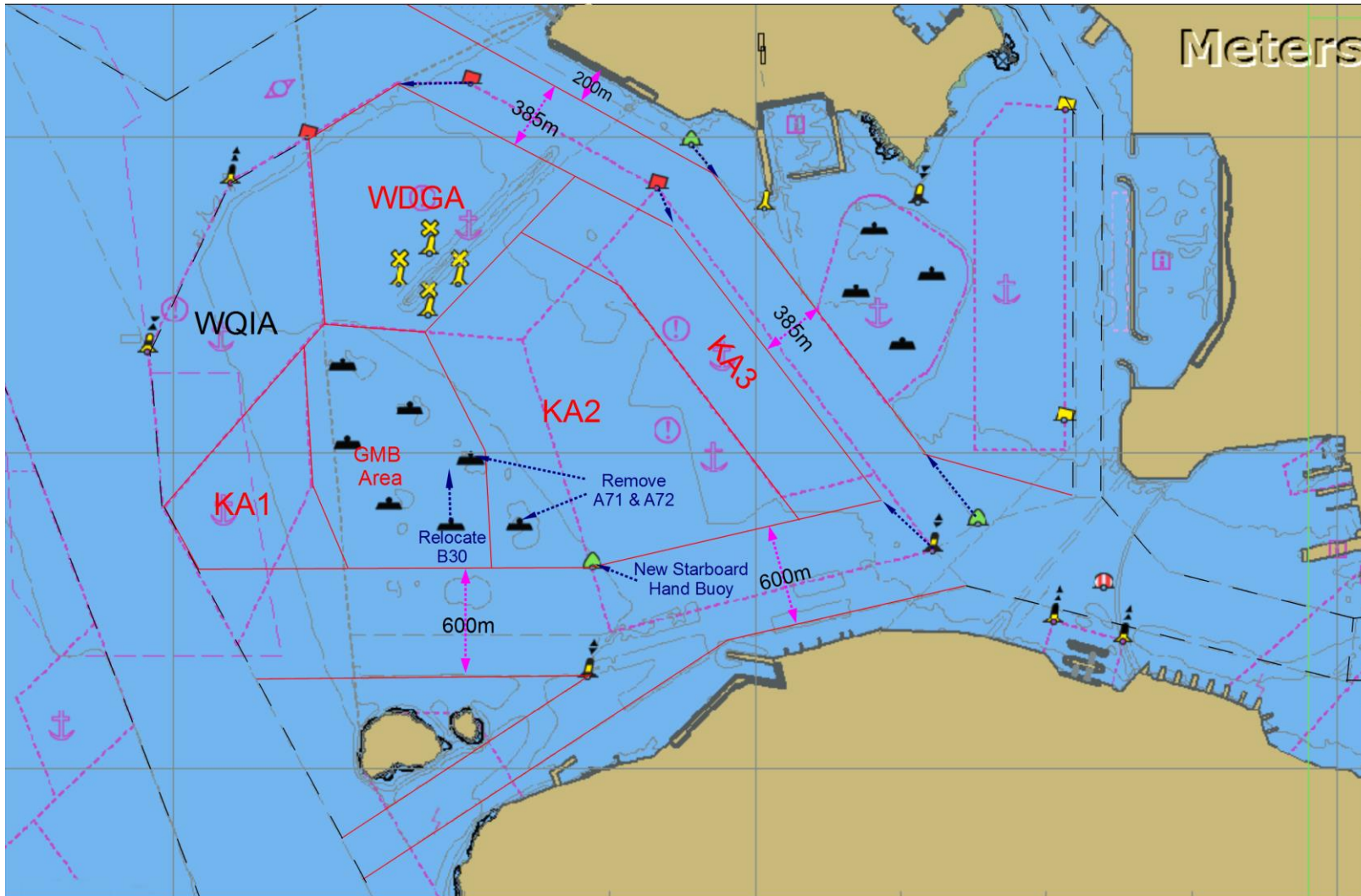
Tracks of Marine Traffic as Recorded by the Vessel Traffic Section



Legend: Yellow = west bound track

Green = east bound track

Proposed Rearrangement of Principal Fairways and Anchorages in the Western Harbour



POC Paper No. 4/2016**PORT OPERATIONS COMMITTEE****Revision to Vessel Traffic Services Procedures and
Re-delineation of Very High Frequency Sectors****PURPOSE**

The purpose of this paper is to seek comments from members on the following proposals:

- (i). to streamline the Vessel Traffic Services ('VTS') reporting procedures;
- (ii). to reduce the number of reporting points; and
- (iii). to re-demarcate Very High Frequency ('VHF') sectors¹.

BACKGROUND

2. The Vessel Traffic Centre ('VTC') of the Marine Department ('MD') was commissioned in 1989 to provide vessel traffic services (VTS)² to vessels visiting Hong Kong. Over the past decades, though the marine traffic activities and pattern in Hong Kong evolved drastically with economic development, the operational mode of the VTS has not been enhanced correspondingly. With a view to enhancing the efficiency of providing VTS to vessels calling Hong Kong, a comprehensive study on Hong Kong Vessel Traffic

¹ Pursuant to Regulation 3 of Shipping and Port Control Regulations (Cap. 313A), VHF sectors refer to "any VHF sector the boundaries of which are delineated in the Second Schedule of Cap. 313A".

² A vessel traffic service (VTS) is a marine traffic monitoring system established by harbour or port authorities, similar to air traffic control for aircraft. Typical VTS systems use radar, closed-circuit television (CCTV), VHF radiotelephony and automatic identification system to keep track of vessel movements and provide navigational safety in a limited geographical area.

Services ('the Study') was conducted in 2013 to review the current Hong Kong VTS from strategic, organisational and operational perspectives.³

3. The Study revealed that all VHF sectors were loaded by radio reporting of vessels' movements as vessels are required to make a series of reports prior to any movements pursuant to the existing legislation. At present, the Hong Kong waters is divided into 3 VHF Sectors and assigned with 3 different VHF channels, they are the Eastern Approaches (VHF Ch. 12), Harbour (VHF Ch. 14) and Western Approaches (VHF Ch. 67) VHF Sectors. The available air time of each VHF sector was being utilized and approaching to its limit particularly during peak hours and typhoon periods, which might hinder the effective delivery of high level vessel traffic services (i.e. Information Service⁴, Traffic Organisation Service⁵ and Navigational Assistance Service⁶).

4. To ease the situation and maintain an effective vessel traffic service, it is proposed to combine some closely-related movement reports into a single report and eliminate certain reporting points in order to simplify the reporting procedures and ease the nearly saturated air time. Furthermore, the current two busy VHF sectors (i.e. the Harbour and Western Approach sectors) is proposed to be split into four VHF sectors according to their marine traffic nature, volume and pattern.

5. Coincidentally, the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012" considers it is a merit to make a small adjustment to the VTS boundary between the sector of Channel 67 and Channel 14, that is the boundary between the Western Approaches VHF Sector and the Harbour VHF Sector

³ The Marine Department appointed "Ove Arup & Partners Hong Kong Limited" to conduct a study on Hong Kong Vessel Traffic Services to review the current VTS from strategic, organisational and operation perspectives. The study was completed in March 2013.

⁴ As defined in International Maritime Organisation ('IMO') Resolution A.857(20) – "Guidelines for Vessel Traffic Services", an Information Service is a service to ensure that essential information becomes available in time for on-board navigational decision-making.

⁵ As defined in IMO Resolution A.857(20), a traffic organisation service is a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area.

⁶ As defined in IMO Resolution A857(20), a navigational assistance service is a service to assist on-board navigational decision-making and to monitor its effects.

West of Lamma Island⁷. The purpose is to include the Yung Shue Wan ferry pier and the Lamma Power Station pier into the Harbour VHF Sector, so that majority of vessels to and from these two piers would be covered under the same VHF Sector. Opportunity is taken to include the above recommendation to form part of the streamlined proposals.

PROPOSALS

Streamlining of VTS reporting procedures

6. According to Part II of the Shipping and Port Control Regulations, Cap. 313A, a vessel is required to report to VTC at different stages of its movement, including pre-movement/departure; ready to move/depart; and move/depart underway stages. With the new VTS system in place, repeated reporting at different stages of vessel movement or departure will no longer necessary. It is proposed to:

- (i). combine pre-move report, ready to move report and move underway report into a single movement report; and
- (ii). combine pre-departure report, ready to depart report and departure underway report into a single departure report.

7. Details of the combined report requirements for vessel movement and departure are depicted in **Annex I**.

Reduction of reporting points

8. With the aid of technology such as Automatic Identification System ('AIS') and Very High Frequency Direction Finding ('VHF DF'), the capability of identification and tracking of vessels has been improved. It is prudent to reduce the frequency of vessel reporting by removing certain reporting points. Having reviewed the need of vessel traffic monitoring, we propose to remove the following reporting points as to reduce ship/shore

⁷ See para. 443(10) of "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012 (The Redacted Version)", April 2013 at <http://www.legco.gov.hk/yr12-13/english/panels/edev/papers/edev0527-rpt20130430-e.pdf>

communications. They are:

- (i). Hak Kok Tau (Cape Collinson);
- (ii). Lamma Channel Separation Buoy No. 1;
- (iii). Chesterman Buoy;
- (iv). Green Island;
- (v). Shek Kok Tsui;
- (vi). North West Ma Wan Traffic Light;
- (vii). Ma Wan Buoy;
- (viii). Castle Peak No.8 Buoy; and
- (ix). West Quarantine Buoy.

Re-demarcation of VHF sectors

9. To enhance the efficiency of vessel traffic services delivery, it is proposed to split the current two VHF sectors (i.e. the Harbour VHF Sector and the Western Approaches VHF Sector) into four sectors by adding two new VHF sectors, (i.e. the Harbour East VHF Sector and the Lantau South VHF Sector). Two new VHF Channels, (i.e. VHF Channel 02 and VHF Channel 27) are allocated to these two new Sectors.

The Recommendation from the Commission of Inquiry into the Collision of Vessels near the Lamma Island on 1 October 2012

10. We also proposed to adopt the recommendation made in the “Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012” regarding a small adjustment to the VTS boundary between the VHF Channel 67 and VHF Channel 14 areas.

11. The existing VHF sector layout and the proposed future VHF sector layout are indicated in **Annex II**.

Addition of reporting points

12. To cater for the efficient traffic monitoring and regulation of the additional two

VHF sectors, we also propose to add a couple of reporting points for confirming the changeover of VHF sector with VTS participating ships, namely:

- (i). Northern 4 Buoy; and
- (ii). Cheung Tsing Bridge.

SCHEDULE

13. The Pilotage Advisory Committee (PAC) has been consulted on 7 January 2016 and members of the PAC agreed the aforementioned proposals. Upon completion of the consultation with the Port Operations Committee, MD will proceed with the necessary legislative works.

ADVICE SOUGHT

14. Members' comments are sought on the proposals as outlined above.

PRESENTATION

15. This paper will be presented by Mr. W. H. Wong, the General Manager/Vessel Traffic Services.

**Vessel Traffic Section
Port Control Division
Marine Department
March 2016**

Details of the Requirements of Reports

i. Movement Report

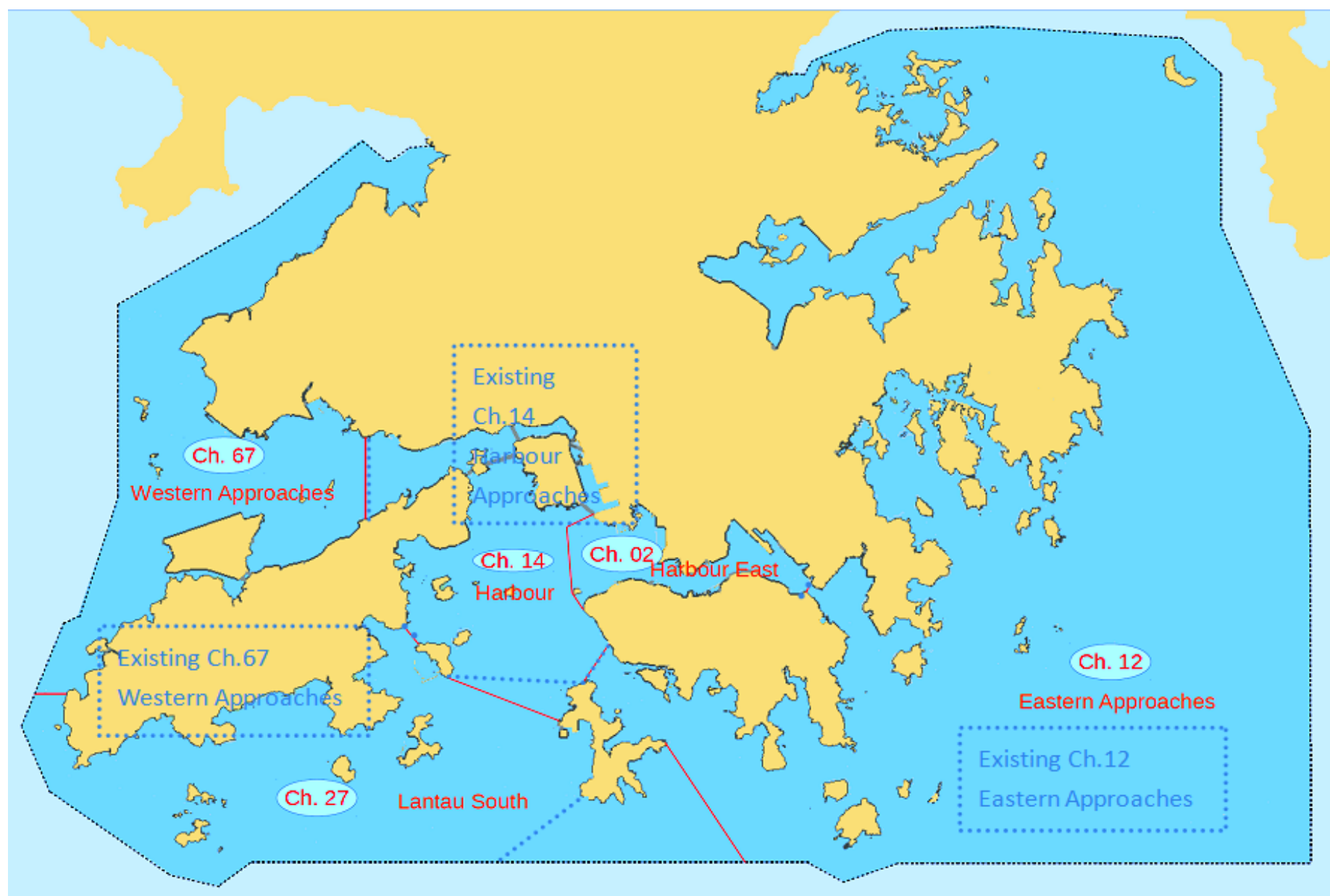
Prior to a vessel getting underway in the waters of Hong Kong, the master/coxswain shall report the intended movement of that vessel to the VTC and request permission to move on the VHF channel appropriate to the VHF sector and provide the following information:

- (a) the name of the vessel;
- (b) the call sign of that vessel;
- (c) the present berth or other location of that vessel;
- (d) the intended berth or other location of that vessel;
- (e) any special condition of that vessel; and
- (f) any other relevant information, including the intention of the master/coxswain of that vessel to undertake a sea trial during the movement.

ii. Departure Report

Prior to a vessel getting underway in the waters of Hong Kong, the master/coxswain shall report the intended departure of that vessel to the VTC and request permission to depart on the VHF channel appropriate to the VHF sector and provide the following information:

- (a) the name of the vessel;
- (b) the call sign of that vessel;
- (c) the present berth or other location of that vessel;
- (d) the number of the port clearance obtained under section 15 of the Shipping and Port Control Ordinance (Cap. 313);
- (e) any special condition of that vessel; and
- (f) any other relevant information, including the intention of the master/coxswain of that vessel to undertake a sea trial prior to the departure.

Proposed Re-delineation of VHF Sectors

L.N. 180 of 2017

**Shipping and Port Control Regulations (Amendment of
Schedules) Notice 2017**

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Shipping and Port Control Regulations (Amendment of Schedules) Notice 2017

(Made by the Director of Marine under regulation 72(1) of the Shipping and Port Control Regulations (Cap. 313 sub. leg. A))

1. Commencement

This Notice comes into operation on 1 February 2018.

2. Shipping and Port Control Regulations amended

The Shipping and Port Control Regulations (Cap. 313 sub. leg. A) are amended as set out in sections 3 to 6.

3. Third Schedule amended (principal fairways)

(1) Third Schedule, before item 1—

Add

“1A. In this Schedule, the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

(2) Third Schedule—

Repeal item 1(a)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°17.845′ north,
longitude 114°08.425′ east;
- (ii) latitude 22°17.617′ north,
longitude 114°07.309′ east;
- (iii) latitude 22°17.292′ north,
longitude 114°07.427′ east;
- (iv) latitude 22°16.783′ north,
longitude 114°06.575′ east.”.

(3) Third Schedule—

Repeal item 1(b)(i), (ii) and (iii)

Substitute

- “(i) latitude 22°17.575′ north,
longitude 114°08.731′ east;
- (ii) latitude 22°17.408′ north,
longitude 114°07.914′ east;
- (iii) latitude 22°16.654′ north,
longitude 114°06.650′ east.”.

(4) Third Schedule—

Repeal item 1(c)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(5) Third Schedule, English text, item 2(a), before “straight line”—

Add

“a”.

(6) Third Schedule—

Repeal item 2(a)(i) and (ii)

Substitute

- “(i) latitude 22°17.617′ north,
longitude 114°07.309′ east;
- (ii) latitude 22°17.617′ north,
longitude 114°06.086′ east.”.

- (7) Third Schedule, English text, item 2(b), before “straight line”—

Add

“a”.

- (8) Third Schedule—

Repeal item 2(b)(i) and (ii)

Substitute

- “(i) latitude 22°17.292′ north,
longitude 114°07.427′ east;
- (ii) latitude 22°17.292′ north,
longitude 114°06.276′ east.”.

- (9) Third Schedule—

Repeal item 2(c)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

- (10) Third Schedule—

Repeal item 3(a)(i), (ii), (iii), (iv) and (v)

Substitute

- “(i) latitude 22°19.475′ north,
longitude 114°05.331′ east;
- (ii) latitude 22°19.121′ north,
longitude 114°05.984′ east;

- (iii) latitude 22°19.500' north,
longitude 114°06.646' east;
- (iv) latitude 22°18.883' north,
longitude 114°07.856' east;
- (v) latitude 22°18.000' north,
longitude 114°08.579' east.”.

(11) Third Schedule, item 3(a)—

Repeal the Note.

(12) Third Schedule—

Repeal item 3(b)(i), (ii), (iii), (iv) and (v)

Substitute

- “(i) latitude 22°17.845' north,
longitude 114°08.425' east;
- (ii) latitude 22°18.722' north,
longitude 114°07.707' east;
- (iii) latitude 22°19.185' north,
longitude 114°06.798' east;
- (iv) latitude 22°18.858' north,
longitude 114°06.197' east;
- (v) latitude 22°18.325' north,
longitude 114°05.914' east.”.

(13) Third Schedule—

Repeal item 3(b)(vi) and (vii).

(14) Third Schedule, item 3(b)—

Repeal the Note.

(15) Third Schedule—

Repeal item 3(c)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.

- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(16) Third Schedule—

Repeal item 4(a)(i), (ii), (iii), (iv) and (v)

Substitute

- “(i) latitude 22°18.000’ north,
longitude 114°08.579’ east;
(ii) latitude 22°17.858’ north,
longitude 114°09.097’ east;
(iii) latitude 22°17.858’ north,
longitude 114°09.197’ east;
(iv) latitude 22°17.626’ north,
longitude 114°09.413’ east;
(v) latitude 22°17.476’ north,
longitude 114°10.067’ east.”.

(17) Third Schedule, English text, item 4(b)—

Repeal

“straight lines”

Substitute

“a straight line”.

(18) Third Schedule—

Repeal item 4(b)(i) and (ii)

Substitute

- “(i) latitude 22°17.575’ north,
longitude 114°08.731’ east;
(ii) latitude 22°17.274’ north,
longitude 114°10.036’ east.”.

(19) Third Schedule—

Repeal item 4(c) and (d)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, bounded by the southern limit of the Northern Fairway and the eastern limit of the Southern Fairway.”.

(20) Third Schedule—

Repeal item 5(a)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°17.476′ north,
longitude 114°10.067′ east;
- (ii) latitude 22°17.483′ north,
longitude 114°10.406′ east;
- (iii) latitude 22°17.975′ north,
longitude 114°11.456′ east;
- (iv) latitude 22°17.975′ north,
longitude 114°12.447′ east.”.

(21) Third Schedule—

Repeal item 5(b)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°17.274′ north,
longitude 114°10.036′ east;
- (ii) latitude 22°17.283′ north,
longitude 114°10.464′ east;
- (iii) latitude 22°17.725′ north,
longitude 114°11.406′ east;
- (iv) latitude 22°17.741′ north,
longitude 114°12.447′ east.”.

(22) Third Schedule—

Repeal item 5(c)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(23) Third Schedule—

Repeal item 6(a)(i), (ii) and (iii)

Substitute

- “(i) latitude 22°17.975′ north,
longitude 114°12.447′ east;
- (ii) latitude 22°17.275′ north,
longitude 114°14.181′ east;
- (iii) latitude 22°17.058′ north,
longitude 114°14.547′ east.”.

(24) Third Schedule—

Repeal item 6(b)(i), (ii) and (iii)

Substitute

- “(i) latitude 22°17.741′ north,
longitude 114°12.447′ east;
- (ii) latitude 22°17.075′ north,
longitude 114°14.072′ east;
- (iii) latitude 22°16.875′ north,
longitude 114°14.414′ east.”.

(25) Third Schedule—

Repeal item 6(c)

Substitute

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(26) Third Schedule—

Repeal item 7(a)(i), (ii), (iii) and (iv)**Substitute**

- “(i) latitude 22°19.475′ north,
longitude 114°05.331′ east;
(ii) latitude 22°21.442′ north,
longitude 114°04.564′ east;
(iii) latitude 22°21.742′ north,
longitude 114°04.214′ east;
(iv) latitude 22°21.742′ north,
longitude 114°03.397′ east.”.

(27) Third Schedule—

Repeal item 7(b)(i), (ii), (iii) and (iv)**Substitute**

- “(i) latitude 22°19.675′ north,
longitude 114°04.830′ east;
(ii) latitude 22°21.292′ north,
longitude 114°04.214′ east;
(iii) latitude 22°21.425′ north,
longitude 114°04.080′ east;
(iv) latitude 22°21.425′ north,
longitude 114°03.397′ east.”.

(28) Third Schedule—

Repeal item 7(c)**Substitute**

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
(d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(29) Third Schedule—

Repeal item 8(a)(i), (ii) and (iii)**Substitute**

- “(i) latitude 22°19.675′ north,
longitude 114°04.830′ east;
- (ii) latitude 22°20.292′ north,
longitude 114°03.680′ east;
- (iii) latitude 22°20.892′ north,
longitude 114°03.214′ east.”.

(30) Third Schedule—

Repeal item 8(b)(i), (ii) and (iii)**Substitute**

- “(i) latitude 22°19.425′ north,
longitude 114°04.914′ east;
- (ii) latitude 22°20.058′ north,
longitude 114°03.714′ east;
- (iii) latitude 22°20.825′ north,
longitude 114°03.114′ east.”.

(31) Third Schedule—

Repeal item 8(c)**Substitute**

- “(c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

(32) Third Schedule—

Repeal item 9(a)(i), (ii) and (iii)**Substitute**

- “(i) latitude 22°16.375′ north,
longitude 114°06.814′ east;

- (ii) latitude 22°17.825' north,
longitude 114°05.964' east;
- (iii) latitude 22°18.325' north,
longitude 114°05.914' east.”.

- (33) Third Schedule, English text, item 9(b), before “straight line”—

Add

“a”.

- (34) Third Schedule—

Repeal item 9(b)(i) and (ii)

Substitute

- “(i) latitude 22°16.142' north,
longitude 114°06.280' east;
- (ii) latitude 22°19.425' north,
longitude 114°04.914' east.”.

- (35) Third Schedule, item 9(d)—

Repeal

“straight line adjoining the extremities of the east and west”

Substitute

“a straight line joining the extremities of the eastern and western”.

- (36) Third Schedule—

Repeal item 10(a)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°19.625' north,
longitude 114°08.697' east;
- (ii) latitude 22°19.458' north,
longitude 114°08.964' east;

- (iii) latitude 22°19.075' north,
longitude 114°09.197' east;
- (iv) latitude 22°17.858' north,
longitude 114°09.197' east.”.

(37) Third Schedule—

Repeal item 10(b)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°19.542' north,
longitude 114°08.647' east;
- (ii) latitude 22°19.408' north,
longitude 114°08.897' east;
- (iii) latitude 22°19.075' north,
longitude 114°09.097' east;
- (iv) latitude 22°17.858' north,
longitude 114°09.097' east.”.

(38) Third Schedule—

Repeal item 10(c)

Substitute

- “(c) On the north, a straight line joining the extremities of the eastern and western boundaries.
- (d) On the south, a straight line joining the extremities of the eastern and western boundaries.”.

(39) Third Schedule, after item 10—

Add

“11. Boundaries of the Urmston Road Fairway

- (a) On the east, straight lines joining the following positions—
 - (i) latitude 22°21.317' north,
longitude 113°56.117' east;

- (ii) latitude 22°22.267' north,
longitude 113°54.483' east;
- (iii) latitude 22°23.067' north,
longitude 113°53.967' east;
- (iv) latitude 22°24.981' north,
longitude 113°53.489' east.
- (b) On the west, straight lines joining the following positions—
 - (i) latitude 22°21.033' north,
longitude 113°55.933' east;
 - (ii) latitude 22°22.033' north,
longitude 113°54.233' east;
 - (iii) latitude 22°22.933' north,
longitude 113°53.650' east;
 - (iv) latitude 22°23.709' north,
longitude 113°53.447' east;
 - (v) latitude 22°24.909' north,
longitude 113°53.147' east.
- (c) On the north, a straight line joining the extremities of the eastern and western boundaries.
- (d) On the south, a straight line joining the extremities of the eastern and western boundaries.

12. Boundaries of the Castle Peak Fairway

- (a) On the north, straight lines joining the following positions—
 - (i) latitude 22°20.883' north,
longitude 114°01.333' east;
 - (ii) latitude 22°20.892' north,
longitude 113°59.018' east;
 - (iii) latitude 22°20.820' north,
longitude 113°57.685' east;

Section 3

- (iv) latitude 22°20.908' north,
longitude 113°57.147' east;
 - (v) latitude 22°21.317' north,
longitude 113°56.117' east.
- (b) On the south, straight lines joining the following positions—
 - (i) latitude 22°20.567' north,
longitude 114°01.417' east;
 - (ii) latitude 22°20.667' north,
longitude 113°59.150' east;
 - (iii) latitude 22°20.667' north,
longitude 113°58.683' east;
 - (iv) latitude 22°20.592' north,
longitude 113°57.507' east;
 - (v) latitude 22°20.783' north,
longitude 113°56.583' east;
 - (vi) latitude 22°21.033' north,
longitude 113°55.933' east.
- (c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.

13. Boundaries of the Ha Pang Fairway

- (a) On the north, a straight line joining the following positions—
 - (i) latitude 22°21.233' north,
longitude 114°02.233' east;
 - (ii) latitude 22°20.883' north,
longitude 114°01.333' east.
- (b) On the south, a straight line joining the following positions—

- (i) latitude 22°20.933' north,
longitude 114°02.367' east;
- (ii) latitude 22°20.567' north,
longitude 114°01.417' east.
- (c) On the east, a straight line joining the extremities of the northern and southern boundaries.
- (d) On the west, a straight line joining the extremities of the northern and southern boundaries.”.

4. Fourth Schedule amended (speed of vessels)

- (1) Fourth Schedule, before paragraph 1—

Add

“1A. In this Schedule, the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

- (2) Fourth Schedule, paragraph 2(a)(i)—

Repeal

“22°15'50.4" north”

Substitute

“22°15.748' north”.

- (3) Fourth Schedule, paragraph 2(a)(i)—

Repeal

“114°16'27.6" east”

Substitute

“114°16.607' east”.

- (4) Fourth Schedule, paragraph 2(a)(i)—

Repeal

“22°15'46.4" north”

Substitute

“22°15.681′ north”.

- (5) Fourth Schedule, paragraph 2(a)(i)—

Repeal

“114°15′17.9″ east”

Substitute

“114°15.446′ east”.

- (6) Fourth Schedule, paragraph 2(a)(ii)—

Repeal

“22°17′55.6″ north”

Substitute

“22°17.835′ north”.

- (7) Fourth Schedule, paragraph 2(a)(ii)—

Repeal

“114°10′47.2″ east”

Substitute

“114°10.934′ east”.

- (8) Fourth Schedule, paragraph 2(a)(ii)—

Repeal

“22°17′22.5″ north”

Substitute

“22°17.283′ north”.

- (9) Fourth Schedule, paragraph 2(a)(ii)—

Repeal

“114°11′06″ east”

Substitute

“114°11.247′ east”.

- (10) Fourth Schedule, Chinese text, paragraph 2(a)(iii)—

Repeal

“界線的兩端”

Substitute

“兩條界線末端”.

- (11) Fourth Schedule, Chinese text, paragraph 2(a)(iv)—

Repeal

“界線的兩端”

Substitute

“兩條界線末端”.

- (12) Fourth Schedule, paragraph 2(b)(i)—

Repeal

“22°17′55.6″ north”

Substitute

“22°17.835′ north”.

- (13) Fourth Schedule, paragraph 2(b)(i)—

Repeal

“114°10′47.2″ east”

Substitute

“114°10.934′ east”.

- (14) Fourth Schedule, paragraph 2(b)(i)—

Repeal

“22°17′22.5″ north”

Substitute

“22°17.283′ north”.

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- (15) Fourth Schedule, paragraph 2(b)(i)—

Repeal

“114°11’06” east”

Substitute

“114°11.247’ east”.

- (16) Fourth Schedule—

Repeal paragraph 2(b)(ii)(A), (B), (C), (D), (E), (F) and (G)

Substitute

- “(A) latitude 22°16.467’ north,
longitude 114°07.004’ east;
(B) latitude 22°16.375’ north,
longitude 114°06.814’ east;
(C) latitude 22°17.825’ north,
longitude 114°05.964’ east;
(D) latitude 22°18.325’ north,
longitude 114°05.914’ east;
(E) latitude 22°18.858’ north,
longitude 114°06.197’ east;
(F) latitude 22°19.185’ north,
longitude 114°06.798’ east;
(G) latitude 22°19.432’ north,
longitude 114°07.357’ east.”.

- (17) Fourth Schedule, Chinese text, paragraph 2(b)(iii)—

Repeal

“界線的兩端”

Substitute

“兩條界線末端”.

- (18) Fourth Schedule, Chinese text, paragraph 2(b)(iv)—

Repeal

“界線的兩端”

Substitute

“兩條界線末端”.

(19) Fourth Schedule—

Repeal paragraph 2(c)(i)

Substitute

“(i) on the east, by—

(A) the western coastline of Hong Kong Island from the position at latitude 22°15.251′ north, longitude 114°07.921′ east to the position at latitude 22°16.467′ north, longitude 114°07.004′ east; and

(B) straight lines joining the following positions—

(I) latitude 22°16.467′ north,
longitude 114°07.004′ east;

(II) latitude 22°16.375′ north,
longitude 114°06.814′ east;

(III) latitude 22°17.825′ north,
longitude 114°05.964′ east;

(IV) latitude 22°18.325′ north,
longitude 114°05.914′ east;

(V) latitude 22°18.858′ north,
longitude 114°06.197′ east;

(VI) latitude 22°19.185′ north,
longitude 114°06.798′ east;

(VII) latitude 22°19.432′ north,
longitude 114°07.357′ east;”.

(20) Fourth Schedule—

Repeal paragraph 2(c)(ii)

Substitute

- “(ii) on the west, by—
- (A) straight lines joining the following positions—
 - (I) latitude $22^{\circ}14.075'$ north,
longitude $114^{\circ}04.730'$ east;
 - (II) latitude $22^{\circ}15.775'$ north,
longitude $114^{\circ}03.385'$ east;
 - (III) latitude $22^{\circ}17.022'$ north,
longitude $114^{\circ}02.939'$ east;
 - (IV) latitude $22^{\circ}17.457'$ north,
longitude $114^{\circ}02.732'$ east;
 - (V) latitude $22^{\circ}18.354'$ north,
longitude $114^{\circ}02.329'$ east;
 - (B) the north-eastern coastline of Lantau Island from the position at latitude $22^{\circ}18.354'$ north, longitude $114^{\circ}02.329'$ east to the position at latitude $22^{\circ}20.757'$ north, longitude $114^{\circ}03.007'$ east;
 - (C) a straight line joining the following positions—
 - (I) latitude $22^{\circ}20.757'$ north,
longitude $114^{\circ}03.007'$ east;
 - (II) latitude $22^{\circ}20.920'$ north,
longitude $114^{\circ}03.249'$ east;
 - (D) the western coastline of Ma Wan from the position at latitude $22^{\circ}20.920'$ north, longitude $114^{\circ}03.249'$ east to the position at latitude $22^{\circ}21.313'$ north, longitude $114^{\circ}03.397'$ east; and
 - (E) a straight line joining the following positions—
 - (I) latitude $22^{\circ}21.313'$ north,
longitude $114^{\circ}03.397'$ east;
 - (II) latitude $22^{\circ}21.908'$ north,
longitude $114^{\circ}03.396'$ east;”.

(21) Fourth Schedule—

Repeal paragraph 2(c)(iii)

Substitute

“(iii) on the south, by straight lines joining the following positions—

- (A) latitude 22°15.251′ north,
longitude 114°07.921′ east;
- (B) latitude 22°14.075′ north,
longitude 114°06.380′ east;
- (C) latitude 22°14.075′ north,
longitude 114°04.730′ east.”.

(22) Fourth Schedule, Chinese text, paragraph 2(c)(iv)—

Repeal

“界線的兩端”

Substitute

“兩條界線末端”.

(23) Fourth Schedule—

Repeal paragraph 2(d)(ii)(A), (B), (C), (D) and (E)

Substitute

- “(A) latitude 22°15.008′ north,
longitude 114°07.577′ east;
- (B) latitude 22°14.638′ north,
longitude 114°07.117′ east;
- (C) latitude 22°16.142′ north,
longitude 114°06.280′ east;
- (D) latitude 22°16.375′ north,
longitude 114°06.814′ east;
- (E) latitude 22°15.008′ north,
longitude 114°07.577′ east.”.

5. Seventh Schedule amended (special anchorages)

- (1) Seventh Schedule, item 1(a)—

Repeal the Note

Substitute

“Note: In item 1(a), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

- (2) Seventh Schedule, item 1(b)—

Repeal the Note

Substitute

“Note: In item 1(b), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

- (3) Seventh Schedule—

Repeal item 2(c)(i), (ii), (iii), (iv) and (v)

Substitute

- “(i) latitude 22°18.409′ north,
longitude 114°06.515′ east;
(ii) latitude 22°19.000′ north,
longitude 114°06.459′ east;
(iii) latitude 22°19.185′ north,
longitude 114°06.798′ east;
(iv) latitude 22°18.900′ north,
longitude 114°07.356′ east;
(v) latitude 22°18.383′ north,
longitude 114°06.867′ east.”.

- (4) Seventh Schedule—

Repeal item 2(c)(vi).

- (5) Seventh Schedule, item 2(c)—

Repeal the Note**Substitute**

“Note: In item 2(c), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

(6) Seventh Schedule—

Repeal item 3(i)(i), (ii), (iii) and (iv)**Substitute**

- “(i) latitude 22°17.825′ north,
longitude 114°05.964′ east;
- (ii) latitude 22°17.617′ north,
longitude 114°06.086′ east;
- (iii) latitude 22°17.617′ north,
longitude 114°06.590′ east;
- (iv) latitude 22°17.901′ north,
longitude 114°06.478′ east;
- (v) latitude 22°18.339′ north,
longitude 114°06.449′ east.”.

(7) Seventh Schedule, item 3(i)—

Repeal the Note**Substitute**

“Note: In item 3(i), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

(8) Seventh Schedule—

Repeal item 3(j)(i), (ii), (iii), (iv), (v) and (vi)**Substitute**

- “(i) latitude 22°18.383′ north,
longitude 114°06.867′ east;

Section 5

- (ii) latitude 22°18.708' north,
longitude 114°07.174' east;
- (iii) latitude 22°18.512' north,
longitude 114°07.549' east;
- (iv) latitude 22°17.789' north,
longitude 114°08.147' east;
- (v) latitude 22°17.617' north,
longitude 114°07.309' east;
- (vi) latitude 22°17.617' north,
longitude 114°07.024' east;
- (vii) latitude 22°17.983' north,
longitude 114°07.024' east.”.

(9) Seventh Schedule, item 3(j)—

Repeal the Note

Substitute

“Note: In item 3(j), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

(10) Seventh Schedule—

Repeal item 3(k)(i), (ii), (iii) and (iv)

Substitute

- “(i) latitude 22°18.708' north,
longitude 114°07.174' east;
- (ii) latitude 22°18.900' north,
longitude 114°07.356' east;
- (iii) latitude 22°18.722' north,
longitude 114°07.707' east;
- (iv) latitude 22°17.845' north,
longitude 114°08.425' east;
- (v) latitude 22°17.789' north,
longitude 114°08.147' east;

- (vi) latitude $22^{\circ}18.512'$ north,
longitude $114^{\circ}07.549'$ east.”.

- (11) Seventh Schedule, item 3(k)—

Repeal the Note

Substitute

“Note: In item 3(k), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

- (12) Seventh Schedule, item 3(l)—

Repeal the Note

Substitute

“Note: In item 3(l), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

- (13) Seventh Schedule, item 3(m)—

Repeal the Note

Substitute

“Note: In item 3(m), the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

6. Eleventh Schedule amended

Eleventh Schedule, Part I—

Add

- “5. The area joining the Ma Wan Fairway, the Kap Shui Mun Fairway and the Ha Pang Fairway that is bounded by straight lines joining the following positions—

- (a) latitude $22^{\circ}21.742'$ north,
longitude $114^{\circ}03.397'$ east;

- (b) latitude 22°21.425' north,
longitude 114°03.397' east;
- (c) latitude 22°20.892' north,
longitude 114°03.214' east;
- (d) latitude 22°20.825' north,
longitude 114°03.114' east;
- (e) latitude 22°20.933' north,
longitude 114°02.367' east;
- (f) latitude 22°21.233' north,
longitude 114°02.233' east.

Note: In item 5, the geographical co-ordinates of a position are based on the World Geodetic System 1984 (WGS 84).”.

CHENG Mei-sze, Maisie
Director of Marine

13 October 2017

Explanatory Note

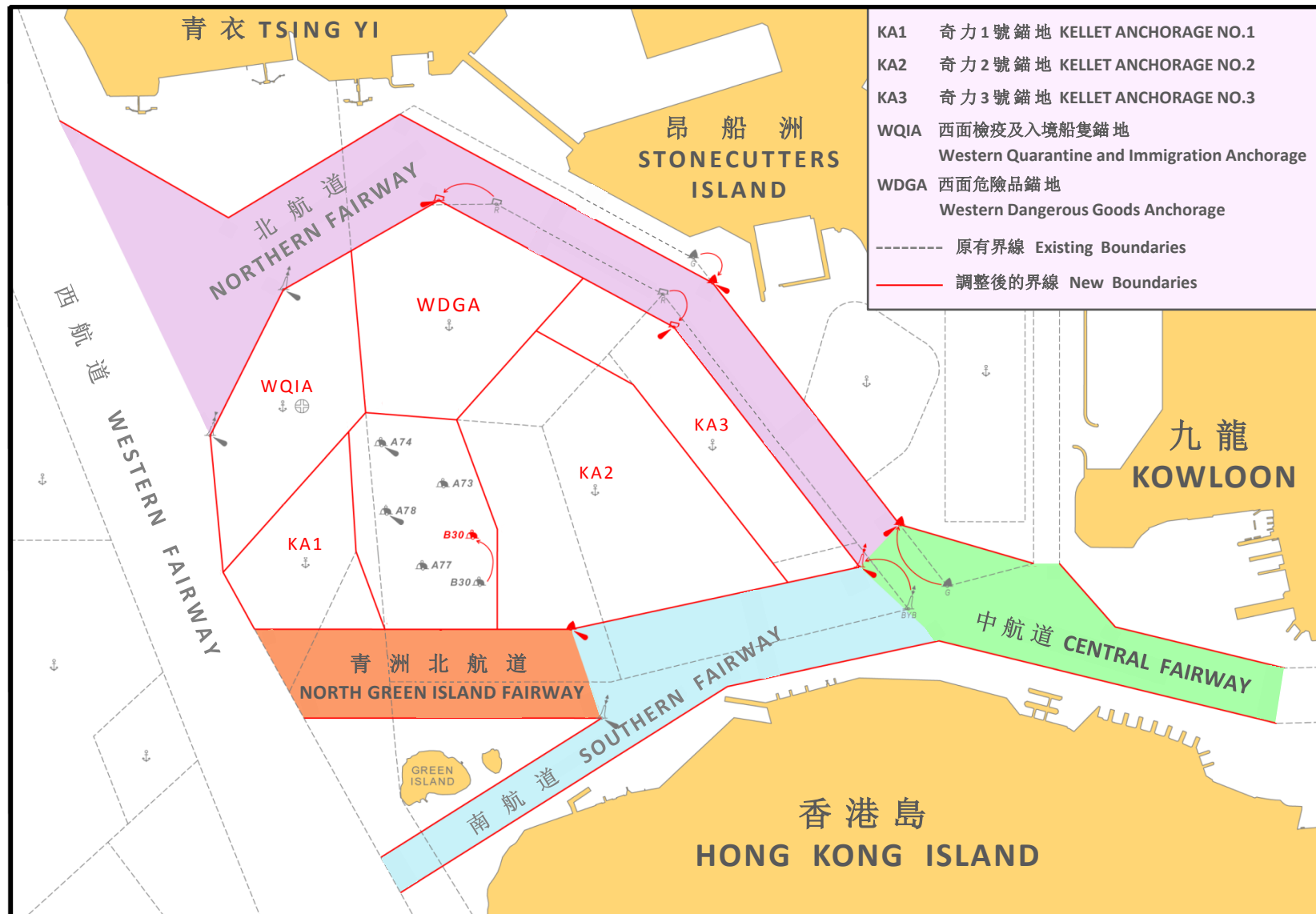
This Notice amends the Third Schedule to the Shipping and Port Control Regulations (Cap. 313 sub. leg. A) (*principal Regulations*) to—

- (a) realign the boundaries of 4 existing principal fairways in the western part of Victoria Harbour (namely the Southern Fairway, the North Green Island Fairway, the Northern Fairway and the Central Fairway); and
 - (b) provide for the boundaries of 3 new principal fairways on the north side of Lantau Island (namely the Urmston Road Fairway, the Castle Peak Fairway and the Ha Pang Fairway).
- 2. Due to the realignment of the boundaries of the principal fairways mentioned above, this Notice also—
 - (a) amends the Fourth Schedule to the principal Regulations to make corresponding adjustments to the boundaries of the areas of the waters in which a vessel may only proceed within speed limits; and
 - (b) amends the Seventh Schedule to the principal Regulations to make corresponding adjustments to the boundaries of the adjacent anchorages.
- 3. In addition, this Notice amends the Eleventh Schedule to the principal Regulations to provide for the boundaries of a new prohibited fishing area that joins the Ma Wan Fairway, the Kap Shui Mun Fairway and the Ha Pang Fairway.

4. This Notice also makes technical textual amendments, including amendments adopting co-ordinates based on the World Geodetic System 1984 (WGS 84) to describe the boundaries of certain principal fairways, speed control areas and anchorages in the Third, Fourth and Seventh Schedules to the principal Regulations.

調整西面港口主要航道及碇泊區之界線

Rearrangement of Principal Fairways and Anchorages in the Western Harbour



Establishment of 3 Principal Fairways off North of Lantau Island



(不 宜 作 航 行 用 途)
(NOT TO BE USED FOR NAVIGATION)

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Regulation 2017****Contents**

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Shipping and Port Control (Amendment) (No. 2) Regulation 2017

(Made by the Chief Executive in Council under section 80 of the Shipping and Port Control Ordinance (Cap. 313))

1. Commencement

This Regulation comes into operation on 1 March 2018.

2. Shipping and Port Control Regulations amended

The Shipping and Port Control Regulations (Cap. 313 sub. leg. A) are amended as set out in sections 3 to 19.

3. Regulation 3 amended (interpretation)

Regulation 3, definition of *special condition of the vessel*—

Repeal

““special condition of the vessel” (船隻的特殊狀況)”

Substitute

“*special condition* (特殊狀況), in relation to a vessel,”.

4. Regulations 8, 8A and 8B substituted

Regulations 8, 8A and 8B—

Repeal the regulations

Substitute

“8. Pilot report

When a vessel embarks or disembarks a pilot in the waters of Hong Kong, the master of the vessel must, on the VHF channel appropriate to the VHF sector in which the vessel is located—

- (a) report the embarkation or disembarkation to the vessel traffic centre; and
- (b) give the time of the embarkation or disembarkation and the location of the vessel.

8A. Arrival report

When a vessel arrives in the waters of Hong Kong, the master of the vessel must, on the VHF channel appropriate to the VHF sector in which the vessel is located—

- (a) report the arrival to the vessel traffic centre; and
- (b) give the time of the arrival and the berth or other location of the vessel.

8B. Movement report

- (1) Before a vessel gets underway for a movement within the waters of Hong Kong, the master of the vessel must, on the VHF channel appropriate to the VHF sector in which the vessel is located—
 - (a) report the intended movement to the vessel traffic centre;
 - (b) request permission to move; and
 - (c) provide the vessel traffic centre with all the information specified in paragraph (2).
- (2) The following information is specified for the purposes of paragraph (1)(c)—
 - (a) the name of the vessel;
 - (b) the call sign of the vessel;
 - (c) the berth or other location of the vessel;

- (d) the intended berth or other intended location of the vessel;
- (e) any special condition of the vessel;
- (f) any other relevant information, including the intention of the master of the vessel to undertake a seatrial during the movement.”.

5. Regulations 8C and 8D repealed

Regulations 8C and 8D—

Repeal the regulations.

6. Regulations 8E and 8F substituted

Regulations 8E and 8F—

Repeal the regulations

Substitute

“8E. Move finished report

When a vessel ceases to be underway after the master of the vessel has reported an intended movement under regulation 8B, the master must, on the VHF channel appropriate to the VHF sector in which the vessel is located—

- (a) report the cessation of the movement of the vessel to the vessel traffic centre; and
- (b) give the time of the cessation and the berth or other location of the vessel.

8F. Departure report

- (1) Before a vessel gets underway for a departure from the waters of Hong Kong, the master of the vessel must, on the VHF channel appropriate to the VHF sector in which the vessel is located—
 - (a) report the intended departure to the vessel traffic centre;
 - (b) request permission to depart; and
 - (c) provide the vessel traffic centre with all the information specified in paragraph (2).
- (2) The following information is specified for the purposes of paragraph (1)(c)—
 - (a) the name of the vessel;
 - (b) the call sign of the vessel;
 - (c) the berth or other location of the vessel;
 - (d) the number of the port clearance obtained for the vessel under section 15 of the Ordinance;
 - (e) any special condition of the vessel;
 - (f) any other relevant information, including the intention of the master of the vessel to undertake a seatrial before the departure.”.

7. Regulations 8G and 8H repealed

Regulations 8G and 8H—

Repeal the regulations.

8. Regulation 8I substituted

Regulation 8I—

Repeal the regulation

Substitute

“8I. Delay report

- (1) This regulation applies if, after a report of an intended movement or departure has been made under regulation 8B or 8F, the movement or departure is delayed for any reason.
- (2) The master must report the delay to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is located.”.

9. Regulation 8J amended (special reports)

- (1) Regulation 8J(1)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

- (2) Regulation 8J(2)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

- (3) Regulation 8J(3)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

- (4) Regulation 8J(4)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

10. Regulation 11 amended (listening watch on radiotelephone)

Regulation 11(1)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

11. Regulation 12A amended (observation report)

Regulation 12A—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

12. Regulation 12B amended (calling-in point report)

Regulation 12B—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

13. Regulation 14 amended (deviation from this Part in emergencies)

Regulation 14(2)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

14. Regulation 14A amended (advice from the vessel traffic centre)

Regulation 14A—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

15. Regulation 15 amended (failure of radiotelephone equipment)

Regulation 15(2)—

Repeal subparagraphs (a) and (b)

Substitute

- “(a) compliance with regulation 11 is not required;
- (b) subject to subparagraph (c), compliance with regulation 7, 8, 8A, 8B, 8E, 8F, 8I, 12A, 12B or 14A (*prescribed regulation*) is not required; and
- (c) if it is possible for the master of the vessel to make the report required by a prescribed regulation by telephone or another means—
 - (i) compliance with the prescribed regulation is required; and
 - (ii) it is sufficient compliance with the requirement under the prescribed regulation to make a report on a VHF channel if the report is instead made by telephone or the other means.”.

16. Regulation 16 amended (penalties)

Regulation 16(2)—

Repeal

“8C, 8D, 8E, 8F, 8G, 8H,”

Substitute

“8E, 8F”.

17. First Schedule amended (VHF channels)

(1) First Schedule—

Repeal

“14 Harbour”

Substitute

“14 Harbour

02 Harbour East

63 Lantau South”.

(2) First Schedule, Note (1)—

Repeal

everything after “in which the vessel”

Substitute

“is located.”.

(3) First Schedule, Note (2)—

Repeal

“into which the vessel is to enter those waters”

Substitute

“which the vessel is to enter”.

(4) First Schedule, Note (3)—

Repeal

“from which the vessel left those waters”

Substitute

“which the vessel left”.

18. Second Schedule amended (VHF sectors)

(1) Second Schedule—

Repeal item 1

Substitute

“1. Eastern Approaches

The area of the waters of Hong Kong bounded to the west—

- (a) by a straight line drawn from the westernmost extremity of Siu Chau Wan Point to the westernmost extremity of A Kung Ngam Point (sometimes known as Kung Am);
- (b) by a straight line drawn from position latitude 22°15.393′ north, longitude 114°07.869′ east to position latitude 22°14.470′ north, longitude 114°07.085′ east;
- (c) by a straight line drawn from position latitude 22°10.968′ north, longitude 114°06.847′ east to position latitude 22°08.910′ north, longitude 114°04.657′ east.”.

(2) Second Schedule, item 2—

Repeal

“to the east”.

(3) Second Schedule, item 2(a)—

Repeal

“114°00′00””

Substitute

“114°00.000’”.

- (4) Second Schedule—

Repeal item 2(b)

Substitute

“(b) by latitude 22°14.000’ north between the points where it intersects the western shore of Lantau Island and the boundary of Hong Kong waters.”.

- (5) Second Schedule—

Repeal item 2(c) and (d).

- (6) Second Schedule, item 3(a)—

Repeal

“114°00’00””

Substitute

“114°00.000’”.

- (7) Second Schedule, item 3(b)—

Repeal

everything after “line drawn from”

Substitute

“position latitude 22°15.952’ north, longitude 114°01.410’ east to position latitude 22°15.477’ north, longitude 114°01.666’ east;”.

- (8) Second Schedule, item 3(c)—

Repeal

everything after “line drawn from”

Substitute

“position latitude 22°14.475′ north, longitude 114°02.685′ east to position latitude 22°13.166′ north, longitude 114°06.180′ east;”.

(9) Second Schedule—

Repeal item 3(d)

Substitute

“(d) by a straight line drawn from position latitude 22°15.393′ north, longitude 114°07.869′ east to position latitude 22°14.470′ north, longitude 114°07.085′ east;”.

(10) Second Schedule—

Repeal item 3(e)

Substitute

“(e) by a straight line drawn from the westernmost point of the Island of Hong Kong to the westernmost point of Green Island;

(f) by a straight line drawn from the westernmost point of Green Island to position latitude 22°19.000′ north, longitude 114°06.459′ east;

(g) by a straight line drawn from position latitude 22°19.000′ north, longitude 114°06.459′ east to position latitude 22°19.431′ north, longitude 114°07.358′ east.”.

(11) Second Schedule, after item 3—

Add

“4. Harbour East

The area of the waters of Hong Kong bounded—

(a) by a straight line drawn from the westernmost point of the Island of Hong Kong to the westernmost point of Green Island;

- (b) by a straight line drawn from the westernmost point of Green Island to position latitude $22^{\circ}19.000'$ north, longitude $114^{\circ}06.459'$ east;
- (c) by a straight line drawn from position latitude $22^{\circ}19.000'$ north, longitude $114^{\circ}06.459'$ east to position latitude $22^{\circ}19.431'$ north, longitude $114^{\circ}07.358'$ east;
- (d) by a straight line drawn from the westernmost extremity of Siu Chau Wan Point to the westernmost extremity of A Kung Ngam Point (sometimes known as Kung Am).

5. Lantau South

The area of the waters of Hong Kong bounded—

- (a) by latitude $22^{\circ}14.000'$ north between the points where it intersects the western shore of Lantau Island and the boundary of Hong Kong waters;
- (b) by a straight line drawn from position latitude $22^{\circ}15.952'$ north, longitude $114^{\circ}01.410'$ east to position latitude $22^{\circ}15.477'$ north, longitude $114^{\circ}01.666'$ east;
- (c) by a straight line drawn from position latitude $22^{\circ}14.475'$ north, longitude $114^{\circ}02.685'$ east to position latitude $22^{\circ}13.166'$ north, longitude $114^{\circ}06.180'$ east;
- (d) by a straight line drawn from position latitude $22^{\circ}10.968'$ north, longitude $114^{\circ}06.847'$ east to position latitude $22^{\circ}08.910'$ north, longitude $114^{\circ}04.657'$ east.

Note:

In this Schedule, a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84).”.

19. Tenth Schedule amended (calling-in points)

(1) Tenth Schedule—

Repeal item 1(b).

(2) Tenth Schedule—

Repeal item 2(b) and (d).

(3) Tenth Schedule—

Repeal item 3(b) and (d).

(4) Tenth Schedule—

Repeal item 4(b) and (c).

(5) Tenth Schedule—

Repeal item 5(c) and (d).

(6) Tenth Schedule—

Repeal item 6(c) and (d).

(7) Tenth Schedule—

Repeal item 7(b), (d) and (e).

(8) Tenth Schedule—

Repeal item 8

Substitute

“8. Northern Fairway and Rambler Channel

(a) Northern 4 Buoy

(b) Cheung Tsing Bridge”.

Shipping and Port Control (Amendment) (No. 2) Regulation 2017

L.N. 171 of 2017

B4861

Kinnie WONG
Clerk to the Executive Council

COUNCIL CHAMBER

10 October 2017

Explanatory Note

This Regulation amends the Shipping and Port Control Regulations (Cap. 313 sub. leg. A) (***Regulations***) mainly to—

- (a) facilitate efficient monitoring of the movement of vessels;
- (b) increase the number of VHF sectors (as delineated in the Second Schedule to the Regulations) from 3 to 5;
- (c) adjust the number of calling-in points (as specified in the Tenth Schedule to the Regulations) from 28 to 15; and
- (d) adopt the World Geodetic System 1984 (WGS 84) for setting out the co-ordinates that delineate the VHF sectors.

Merchant Shipping (Local Vessels) (General) (Amendment) (No. 2) Regulation
2017

L.N. 178 of 2017

B5479

Section 1

L.N. 178 of 2017**Merchant Shipping (Local Vessels) (General)
(Amendment) (No. 2) Regulation 2017**

(Made by the Secretary for Transport and Housing under section 89 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548))

1. Commencement

This Regulation comes into operation on 1 March 2018.

2. Merchant Shipping (Local Vessels) (General) Regulation amended

The Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548 sub. leg. F) is amended as set out in sections 3 to 9.

3. Section 64 substituted

Section 64—

Repeal the section

Substitute

“64. Movement report

- (1) Before a specified local vessel gets underway for a movement within the waters of Hong Kong, the coxswain of the vessel must—
 - (a) report the intended movement;
 - (b) request permission to move; and
 - (c) provide in the report all the information specified in subsection (2).
- (2) The following information is specified for the purposes of subsection (1)(c)—

Section 4

- (a) the name of the vessel;
- (b) the call sign of the vessel (if any);
- (c) the present location of the vessel;
- (d) the intended berth or other intended location of the vessel;
- (e) any special condition of the vessel;
- (f) such other information, including the intention of the coxswain of the vessel to undertake a seatrial during the movement, as the vessel traffic centre may reasonably require.”.

4. Sections 65 and 66 repealed

Sections 65 and 66—

Repeal the sections.

5. Section 67 amended (move finished report)

- (1) Section 67—

Repeal

“section 66”

Substitute

“section 64”.

- (2) Section 67—

Repeal

“the intended destination reported under section 64(d)”

Substitute

“the berth or other location reported under section 64(2)(d)”.

Section 6

6. Section 68 substituted

Section 68—

Repeal the section

Substitute

“68. Departure report

- (1) Before a specified local vessel gets underway for a departure from the waters of Hong Kong, the coxswain of the vessel must—
 - (a) report the intended departure;
 - (b) request permission to depart; and
 - (c) provide in the report all the information specified in subsection (2).
- (2) The following information is specified for the purposes of subsection (1)(c)—
 - (a) the name of the vessel;
 - (b) the call sign of the vessel (if any);
 - (c) the present location of the vessel;
 - (d) the number of the port clearance obtained for the vessel under section 6;
 - (e) any special condition of the vessel;
 - (f) such other information, including the intention of the coxswain of the vessel to undertake a seatrial before the departure, as the vessel traffic centre may reasonably require.”.

7. Sections 69 and 70 repealed

Sections 69 and 70—

Repeal the sections.

Section 8

8. Section 82 amended (failure of radiotelephone equipment)

Section 82(2)—

Repeal paragraphs (a) and (b)

Substitute

- “(a) compliance with section 75(1) is not required;
- (b) subject to paragraph (c), compliance with section 61, 62, 63, 64, 67, 68, 71, 72, 77, 78, 80(2) or 81 (*prescribed section*) is not required; and
- (c) if it is possible for the coxswain of the vessel to make the report required by a prescribed section by telephone or another means—
- (i) compliance with the prescribed section is required; and
- (ii) it is sufficient compliance with the requirement under the prescribed section to make a report on a VHF channel if the report is instead made by telephone or the other means.”.

9. Section 83 amended (offences under this Part)

(1) Section 83(2)—

Repeal

“65, 66, 67, 68, 69, 70”

Substitute

“67, 68”.

(2) Section 83(6)—

Repeal

“section 65”

Substitute

“section 64”.

Merchant Shipping (Local Vessels) (General) (Amendment) (No. 2) Regulation
2017

L.N. 178 of 2017

Section 9

B5487

(3) Section 83(7)—

Repeal

“section 69”

Substitute

“section 68”.

Frank CHAN Fan
Secretary for Transport and
Housing

13 October 2017

Merchant Shipping (Local Vessels) (General) (Amendment) (No. 2) Regulation
2017

Explanatory Note
Paragraph 1

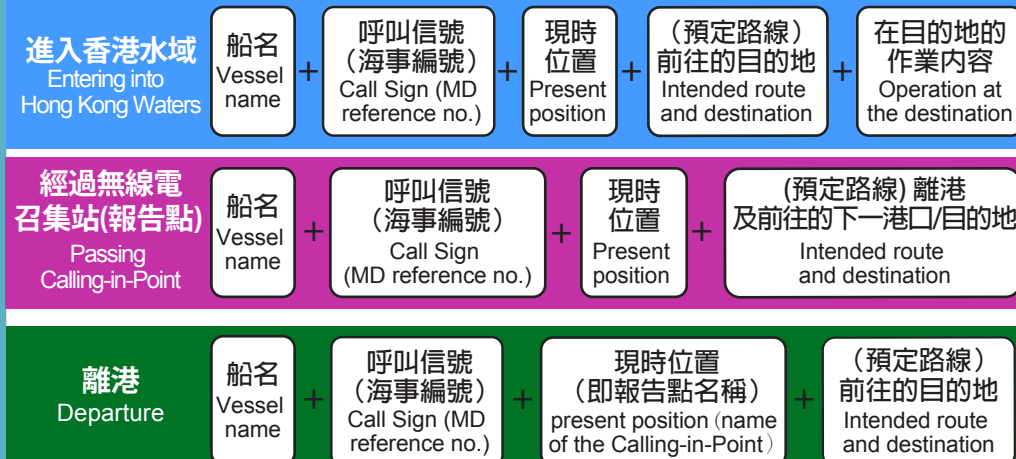
L.N. 178 of 2017
B5489

Explanatory Note

This Regulation amends the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548 sub. leg. F) to facilitate efficient monitoring of the movement of local vessels.

甚高頻無線電報告一般格式及內容

General format of a VHF report



使用甚高頻無線電參與航監服務應注意的事項

Notes for using VHF radiotelephone when participating Vessel Traffic Service

使用船隻船位對應的無線電頻道。

Use appropriate VHF channel according to the location of the vessel.

正確調節船隻無線電裝置的音量。

Set the volume of VHF radiotelephone at acceptable level.

通話前擬定好準備報告的內容。

Well prepare the content before VHF communication.

不應干擾正在進行無線電通訊的船隻。

Not to interfere other vessel's VHF communication.

無線電通話應盡量扼要、簡潔。

To be brief and concise.

通話結束後，應檢查並確保已關掉信號發射按鈕。

Check to ensure transmission switch is off after communication.



必須參與海事處船隻航行監察服務的船隻

Vessels required to participate in Hong Kong Vessel Traffic Service

本地船隻 Local Vessels

根據第548F章《商船(本地船隻)(一般)規例》第57條

Pursuant to Section 57 of the Merchant Shipping (Local Vessels)(General) Regulation, (Cap 548F)

- (a) 總噸位超過300噸的(e)段本地船隻；
a paragraph (e) vessel of over 300 gross tonnage;
- (b) 根據本條例第24條發出的指示須參與船隻航行監察服務的本地船隻((a)段指明的本地船隻除外)；及
a local vessel (other than one specified in paragraph (a)) required to participate in the vessel traffic service under a direction given under section 24 of the Ordinance; and
- (c) 根據附加於牌照或許可證(根據本條例或根據本條例訂立的任何規例批出者)上的條件須參與船隻航行監察服務的本地船隻((a)或(b)段指明的本地船隻除外)。
a local vessel (other than one specified in paragraph (a) or (b)) required to participate in the vessel traffic service under a condition attached to any licence or permit granted in respect of the vessel under the Ordinance or any regulation made under the Ordinance.

其他船隻 Other Vessels

根據第313A章《船舶及港口管制規例》第4條

Pursuant to Regulation 4 of the Shipping and port control regulations, (Cap 313A),

- (a) 總噸位超過300噸的船隻；
a vessel of over 300 gross tonnage;
- (b) 總噸位不超過300、並屬處長根據本條例第16條發出的指示的標的之船隻；及
a vessel of 300 gross tonnage or less and which is the subject of a direction given by the Director under section 16 of the Ordinance;
- (c) 總噸位不超過300、並被處長或船隻航行監察中心的獲授權人員規定參與船隻航行監察服務的船隻。
a vessel of 300 gross tonnage or less and which is the subject of a requirement made by the Director or an authorized officer at the vessel traffic centre to participate in the vessel traffic service.

航行監察服務新安排

新無線電區段劃分及相應的甚高頻無線電工作頻道

New arrangement for Vessel Traffic Service

New VHF sectors and VHF channels



如有任何查詢，請致電船隻航行監察中心。

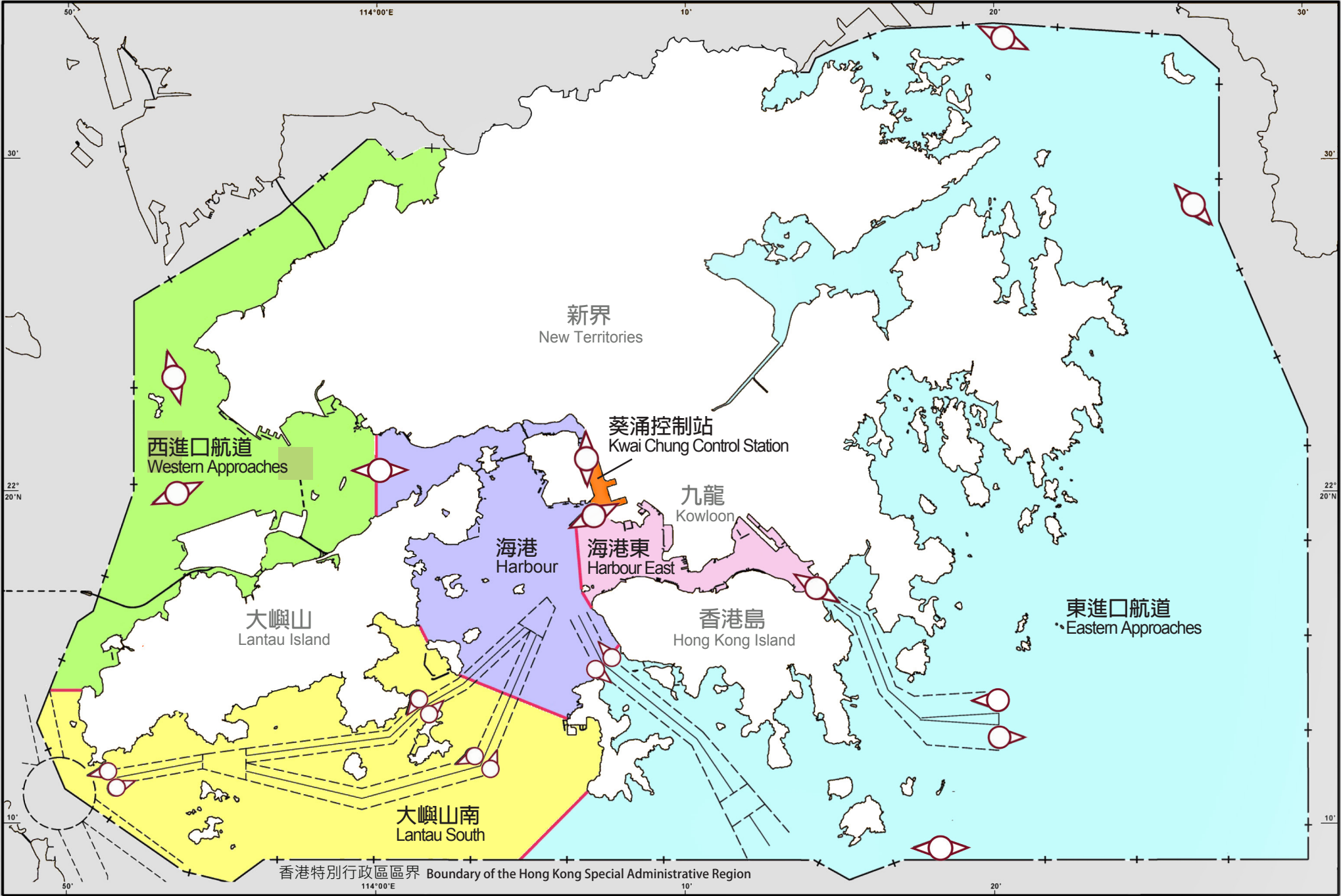
電話：2233 7801 傳真：2858 6646 (24 小時)

For any enquiry, please contact the
Vessel Traffic Centre of the Marine Department.

Tel : 2233 7801 Fax : 2858 6646 (24 Hours)

香港特別行政區政府海事處
Marine Department, HKSARG2017年10月
October 2017

新無線電區段及相應的甚高頻無線電工作頻道 New VHF sectors and VHF channels



自2018年3月1日00時01分開始，香港海事處船隻航行監察中心將啟用新的無線電區段及相應的甚高頻無線電工作頻道。
New VHF sectors and VHF channels of Vessel Traffic Centre of Marine Department will come into effect at 0001 hours on 1 March 2018.

區段 Sector	頻道 Channel	無線電召集站(報告點) Calling-in point	
東進口航道 Eastern Approaches	頻道 12 Channel 12	吉澳島 Crooked Island	橫瀾燈塔 Waglan Lighthouse
		石牛洲 Shek Ngau Chau	藍塘海峽1號分道浮標 Tathong Channel Separation Buoy No. 1
		鯉魚門 Lei Yue Mun	南丫排 Lamma Patch
海港東 Harbour East	頻道 02 Channel 02	鯉魚門 Lei Yue Mun	北航4 Northern Buoy No.4
海港 Harbour	頻道 14 Channel 14	北航4 Northern Buoy No.4	長青橋 Cheung Tsing Bridge
		南丫排 Lamma Patch	青山1號浮標 Castle Peak No.1 Buoy
西進口航道 Western Approaches	頻道 67 Channel 67	沙洲 Sha Chau	龍鼓水道領港站 Urmston Road Pilot Station
		青山1號浮標 Castle Peak No.1 Buoy	
大嶼山南 Lantau South	頻道 63 Channel 63	分流角 Fan Lau Kok	北長洲石 Adamasta Rock
		長洲浮標 Cheung Chau Buoy	
葵涌控制站 Kwai Chung Control Station	頻道 74 Channel 74	長青橋 Cheung Tsing Bridge	北航4 Northern Buoy No.4

釋義 Legend
無線電召集站(報告點) Calling-in point

所有圖片未按真實比例，並不宜作航行用途。
All graphics are not in scale and not for navigation purpose.