

**PORT OPERATIONS COMMITTEE**

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

**Purpose**

POC Paper No. 4/2025 (the POC Paper) was circulated on 19 September 2025. In response to some members' comments and feedback from industry stakeholders received during the series of consultation activities, the Marine Department (MD) proposes amendments to paragraphs 4(b), 4(g) and 7 of the above-mentioned POC Paper in this document and seek members' further views. The proposed amendments include allowing bunkering vessels supplying green maritime fuels (such as liquefied natural gas, methanol etc.) to use the anchorages, conversion of certain anchorages into multi-purpose anchorages and introduction of a revised pricing structure for government mooring buoys (GMBs), as detailed in the ensuing paragraphs.

**Response to Members' Comment to the POC Paper**

2. Subsequent to the POC meeting held on 25 September, some members questioned the proposal and claimed the existing Tsuen Wan Dangerous Goods Anchorage (TWDGA) has been running in good condition with long-standing safety record providing shelter to various bunkering vessels. Members expressed concerns that the proposal to revoke it and move vessels to other locations may introduce safety and operational issues. They requested MD to carefully consider the industry comments and reevaluate the necessity and potential risk of the rearrangement plan. Should the rearrangement be deemed necessary, a detailed technical and risk assessment shall be conducted on the alternatives location to ensure safety is maintained. Additionally, the Members requested longer-term planning for the development of Typhoon Shelter specifically for vessels carrying dangerous goods.

3. MD acknowledged the concerns and reaffirmed the necessity of rearrangement, agreeing that the long-standing TWDGA, in place for half a century, has evolved alongside with Tsuen Wan District, which has transitioned from industry area into a residential area with dense population. The current location of TWDGA is now very close to residents and adjacent to busy navigation route, posing major safety

concerns and development restriction. MD reiterated the rearrangement is necessary and will cater for future green maritime fuel bunkering demands. MD is also conducting a technical review on the specification for private mooring with a Classification Society to ascertain safety standards. Regarding the initiative of typhoon shelter specifically for vessels carrying dangerous goods, a comprehensive study including, but not limited to, geographical location, development planning on the land side, legal compliances, and technical and financial feasibility is required before any decisions are made.

**Proposed Amendments to Kellett Dangerous Goods Anchorages and Other Multi-purpose Anchorages**

4. During the consultation period, maritime industry stakeholders provided comments regarding the possibility of bunkering vessels supplying different types of fuel berthing at the Kellett Bank. Having considered the Marine Traffic Impact Assessment and Quantitative Risk Assessment for evaluating the risk levels of accommodating green maritime fuel bunkering vessels at Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2, it is proposed that bunkering vessels carrying liquefied natural gas may also use these 2 anchorages.

5. Besides, it is noted that the utilisation rate of the “Mirs Bay Dangerous Goods Anchorage (MBDGA)” has been consistently low owing to its relatively remote location and limited to vessels carrying dangerous goods. To utilise the anchorage and enhance flexibility in port operations, there were views to convert the MBDGA into multi-purpose anchorage and thereby enable a wider range of ocean-going vessels (OGVs) and visiting yachts, with different purposes such as replenishment of fuels and other supplies, to use this anchorage.

6. Aside from the MBDGA, another service anchorage, the “Urmston Road Anchorage (URA)” is also proposed to be converted into a multi-purpose anchorage. The URA, which is located adjacent to the Urmston Road Fairway, serves as the only anchorage in the North-western waters of Hong Kong, connecting with the busy Western Shenzhen waters. Therefore, there were views that its purpose should be changed so as to enhance port operational flexibility. OGVs could safely use this anchorage for various purposes, such as bunkering of green maritime fuels and replenishment of other supplies.

**Proposed Amendments to the Regulation on Pricing Structure and Operations to facilitate visiting ships and local vessels using GMBs**

7. The study on GMBs mentioned in paragraph 7 of the POC Paper has been completed. Marine Department proposes to revise the pricing structure for GMBs. At present, the daily rates of buoy dues for Class A and Class B GMBs are prescribed under the Thirteenth Schedule of the Shipping and Port Control Regulations (Cap. 313A) and Section 26 of the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap. 548J). On top of basis of the daily rate of buoy dues, we propose to introduce monthly and annual fee rates. Additionally, we also propose to reduce the existing daily rates to promote utilisation. Based on the cost-recovery principle, the proposed daily, monthly and annual rates of buoy dues for a Class A GMB are \$1,190 (which is to be reduced from the existing daily rate of \$3,685), \$15,900 and \$173,200 respectively, whereas the proposed daily, monthly and annual rate of buoy dues for a Class B GMB are \$1,180 (which is to be reduced from the existing daily rate of \$2,455), \$15,450 and \$168,000 respectively. The revised pricing structure is proposed to apply to all GMBs. The study also found that the control measures in the current Section 43 of the Shipping and Port Control Regulations (Cap. 313A) and Section 25 of the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F) cannot facilitate visiting ships and local vessels to use GMBs and therefore needs to be repealed. We also propose the revised control measures would be imposed in the form of conditions to “Permission to moor to a Government Mooring Buoy”

### **Supplements to the POC Paper regarding the Proposed Amendments**

8. Having considered the future green fuel bunkering needs, the potential implications arising from the proposed amendments, the overall port facilities layout in Hong Kong, and the comments and feedback received, it is hereby proposed to amend paragraphs 4(b), 4(g) and 7 of the POC Paper as follows:

- With regard to the amendments to paragraph 4(b) “Methanol and traditional fuels: Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2; and”-

“*Green maritime fuels* and traditional fuels: Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2; and”

- With regard to the amendments to paragraph 4(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.”-

“Converting the Rocky Harbour Dangerous Goods Anchorage, *Mirs Bay Dangerous Goods Anchorage and Urmston Road Anchorage* to multi-purpose anchorages to facilitate more ocean-going vessels, including foreign yachts visiting Hong Kong for various reasons, including bunkering of green maritime fuels and replenishment of other supplies. The proposed Rocky Harbour Anchorage, *Mirs Bay Dangerous Goods Anchorage and Urmston Road Anchorage* are at Annex 4.”

The revised **Annex 4**, illustrating the proposed multi-purposed anchorages, is attached for reference.

- With regard to the amendments to the whole paragraph 7-

“It usually takes about two years *of stabilisation period* for 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 *monthly and annual fee rates*. This will allow operators of green marine fuel bunkering services to use the five *long-established* Government mooring buoys (GMBs) in Kellett Bank at concessionary buoy dues *during the stabilisation period of their own private mooring installed at their own expense. Service operators shall relocate their bunkering vessels to their own private mooring after the usage period of GMBs*. Additionally, the Government *has completed a study on specific details and arrangement for GMBs, such as fees, utilisation rate, and terms of use*, so as to elevate utilisation rate and make good use of public resources. *Based on the cost-recovery principle, it is proposed to reduce the existing daily rates and introduce monthly and annual rates applicable to all GMBs. The proposed daily, monthly and annual rates of buoy dues are as follows:*

| <i>Description of fee</i>   | <i>Existing fee</i><br>(\$) | <i>Proposed fee</i><br>(\$) |
|---|-----------------------------|-----------------------------|
| <i>Thirteenth Schedule of the Shipping and Port Control Regulations (Cap. 313A) and Section 26 of the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap. 548J)</i> |                             |                             |
| <i>Class A GMB</i>  | <i>Daily rate</i>           | <i>3,685</i>                |
|   |                             | <i>1,190</i>                |

## Supplementary Notes to POC Paper No. 4/2025

|                    |                     |              |                |
|--------------------|---------------------|--------------|----------------|
|                    | <i>Monthly rate</i> | <i>N/A</i>   | <i>15,900</i>  |
|                    | <i>Annual rate</i>  | <i>N/A</i>   | <i>173,200</i> |
| <i>Class B GMB</i> | <i>Daily rate</i>   | <i>2,455</i> | <i>1,180</i>   |
|                    | <i>Monthly rate</i> | <i>N/A</i>   | <i>15,450</i>  |
|                    | <i>Annual rate</i>  | <i>N/A</i>   | <i>168,000</i> |

*To facilitate visiting ship and local vessels using GMBs, MD also proposes to repeal the control measures detailed in Section 43(2) to (4) of Cap.313A and Section 25(2) to (6) of Cap.548F. The revised control measures would be imposed in the form of conditions to “Permission to moor to a Government Mooring Buoy”, issuing under the same legislation, with a view to achieve a balance between safety and operational flexibility. MD would further consult POC separately on the conditions to use GMB in due course.”*

### Way Forward

9. Subject to members’ views, MD will commence the legislative process to implement the above proposed amendments, with an aim of completing the relevant legislative work within 2026.

### Advice Sought

10. Members are invited to provide comments and give endorsement on the above amendments.

**Marine Department**  
**January 2026**