港口行動事務委員會

本地船隻諮詢委員會

高速船諮詢委員會

郵輪使用海港中部通航恒常化

目的

本文件旨在邀請委員支持把停靠啟德郵輪碼頭的特定類別郵輪[1]可於每日 18:00 至次日 06:00 時段使用中航道、北航道及西航道（統稱「海港中部通航」）的安排恆常化。有關恆常化的安排建議自 2026 年 3 月 4 日起生效。

背景

2. 經諮詢海事處轄下四個相關諮詢委員會[2]後，試行計劃於 2024 年 3 月推出，為期 24 個月(即截至 2026 年 3 月 3 日為止)，允許停泊在啟德郵輪碼頭的特定類別郵輪於指定時段作海港中部通航，而毋須事先取得海事處船隻航行監察中心（「航監中心」）的批准。最初的通航時段為 19:00 至 22:00。為更好配合郵輪的營運，並在考慮海港的海上交通流量後，海事處於 2024 年 10 月諮詢該四個相關委員會後，將試行計劃的通航時段延長至每日 18:00 至次日 06:00。在委員支持下，延長後的通航時段於 2024 年 11 月 18 日正式生效。

[1] 即總長度不超過 345 米的高機動性能郵輪和總長度不超過 290 米的傳統郵輪。

[2] 港口行動事務委員會、領港事務諮詢委員會、本地船隻諮詢委員會及高速船諮詢委員會。

恆常化建議

3. 維多利亞港一直是香港一個最重要的旅客熱點。現有的試行安排旨在利用維多利亞港的美景促進郵輪旅遊業的發展。事實上，在試行計劃推出前已有郵輪獲批作海港中部通航，而搭乘這些郵輪的乘客亦對計劃持正面反應，此外，本地居民和遊客亦能從維多利亞港兩岸欣賞到國際郵輪駛經海港的風采，從而豐富了維多利亞港的夜景。

4. 政府於 2024 年 12 月在《香港旅遊業發展藍圖 2.0》下一併公布《郵輪旅遊發展行動計劃》（「行動計劃」）。行動計劃的其中一項行動措施是在運作暢順的情況下恒常化停靠啟德郵輪碼頭的郵輪駛經中航道的安排。

5. 郵輪業界均對試行計劃表示歡迎。多家郵輪公司對有關安排表達了興趣及提出查詢。雖然郵輪通航安排取決於多項因素，包括潮汐狀況及實際離港時間，導致該安排的實際使用不多[3]，但安排運作順利，對海上交通並無構成重大影響。隨著該安排的恒常化，我們預期將會令更多郵輪從中受益，藉此進一步提升香港作為郵輪目的地的吸引力。

6. 在平衡了海上交通影響及航行風險後，我們建議維持現行的通航時段，即每日 18:00 至次日 06:00，以及維持現時適用的停靠在啟德郵輪碼頭的特定類別郵輪。值得留意的是有關計劃只適用於停靠在啟德郵輪碼頭的郵輪，而不包括停靠在海運碼頭的郵輪。郵輪如欲在通航時段以外作海港中部通航，或不屬特定類別郵輪，則仍須按現行規定每次向海事處航監中心取得批准。因應將該安排恆常化而對靠泊指引規定所提出的建議修訂，已詳列於附件[只有英文版

[3] 在試行計劃下，共有兩艘郵輪，包括（「安妮皇后號」）在 2025 年 3 月 19 日晚上 8 時從啟德郵輪碼頭離開時作海港中部通航；及（「探索星號」）在 2026 年 2 月 15 日晚上 7 時經海港中部抵達啟德郵輪碼頭。在推出試行計劃前，航監中心近年曾批准以下郵輪作海港中部通航：2023 年 3 月 9 日的「邁希夫 5 號」及 2024 年 3 月 28 日的「海洋旋律號」。

本]。此外，現有試行計劃下的所有其他條件仍然有效，並將由相關持份者繼續遵守。

未來路向

7. 如獲委員支持，建議的恒常化安排將自 2026 年 3 月 4 日起生效。旅遊事務署及海事處將繼續監察安排恆常化後的執行情況，並會基於持份者意見及實際運作情況作出必要的調整。如海港中部通航的海上交通情況出現重大改變，則可考慮暫停有關安排。此外，旅遊事務署將繼續與香港旅遊發展局及其他持份者合作，向郵輪公司推廣有關安排。

徵求意見

8. 請各委員支持本文建議。如有任何意見，請在 3 月 3 日前與委員會秘書處聯絡。

旅遊事務署
二零二六年二月十六日

~~**ON TRIAL**~~

For ~~trial~~ Specified Window between 1800 to 0600 hours

Location: **CHT-PC-~~T~~SW** **Central Harbour Transit – Passenger Ship (Conventional) (~~Trial~~ Specified Window)**

010	**East Bound**	LOA: Max 230m	011	**West Bound**	LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)		**Draft:**	Max 9.0m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	1 escort		**Tugs:**	1 escort	
Remarks:			**Remarks:**		
020	**East Bound**	LOA: Max 270m	021	**West Bound**	LOA: Max 270m
Draft:	Max 9.0m (min 10% UKC)		**Draft:**	Max 9.0m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	1 escort		**Tugs:**	1 escort	
Remarks:			**Remarks:**		
030	**East Bound**	LOA: Max 290m	031	**West Bound**	LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)		**Draft:**	Max 9.5m (min 10% UKC)	
Time:	between 1800 to 0600 hours & LW-2 to HW		**Time:**	between 1800 to 0600 hours & HW+1 to LW+1	
Tugs:	2 escort		**Tugs:**	2 escort	
Remarks:	2 pilots 1 guard boat to clear the passage		**Remarks:**	2 pilots 1 guard boat to clear the passage	

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is set for the ~~trial scheme from 4 March 2024 to 3 March 2026~~ Specified Window between 1800 to 0600 hours for ~~participating~~ conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for Central Harbour Transit during the Specified Window ~~vessels participating in the trial scheme~~ subject to:
   (a) Strict adherence to (3) below; and
   (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at https://www.kaitakcruiseterminal.com.hk/schedule/.
3. The operation of this BGL shall be postponed when:
   (a) Visibility is less than 1 n.mile;
   (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
   (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
   (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
   (a) via Western Fairway: between berth and GI,
   (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.

5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

~~ON TRIAL~~

For ~~trial~~ Specified Window between 1800 to 0600 hours

Location: **CHT-PH-~~TSW~~** **Central Harbour Transit – Passenger Ship (Highly Maneuverable)(~~Trial~~ Specified Window)**

010	**East Bound**	LOA: Max 230m	011	**West Bound**	LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)		**Draft:**	Max 9.0m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	1 escort		**Tugs:**	1 escort	
Remarks:			**Remarks:**		

020	**East Bound**	LOA: Max 270m	021	**West Bound**	LOA: Max 270m
Draft:	Max 9.0m (min 10% UKC)		**Draft:**	Max 9.0m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	1 escort		**Tugs:**	1 escort	
Remarks:			**Remarks:**		

030	**East Bound**	LOA: Max 290m	031	**West Bound**	LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)		**Draft:**	Max 9.5m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	2 escort		**Tugs:**	2 escort	
Remarks:	2 pilots. 1 guard boat to clear the passage.		**Remarks:**	2 pilots. 1 guard boat to clear the passage.	

040	**East Bound**	LOA: Max 345m	041	**West Bound**	LOA: Max 345m
Draft:	Max 9.5m (min 10% UKC)		**Draft:**	Max 9.5m (min 10% UKC)	
Time:	between 1800 to 0600 hours		**Time:**	between 1800 to 0600 hours	
Tugs:	2 escort		**Tugs:**	2 escort	
Remarks:	2 pilots. 1 guard boat to clear the passage.		**Remarks:**	2 pilots. 1 guard boat to clear the passage.	

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
   (a) Bow thrusters of total power ≥ 8000HP
   (b) Equipped with azipods.
2. This BGL is set for the ~~trial scheme from 4 March 2024 to 3 March 2026~~ Specified Window between 1800 to 0600 hours for ~~participating~~ highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for Central Harbour Transit during the Specified Window ~~vessels participating in the trial scheme~~ subject to:
   (a) Strict adherence to (3) below; and
   (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at https://www.kaitakcruiseterminal.com.hk/schedule/.

3. The operation of this BGL shall be postponed when:
   (a) Visibility is less than 1 n.mile;
   (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable;
   (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
   (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
   (a) via Western Fairway: between berth and GI,
   (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit **(**for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).