

立法會
Legislative Council

LC Paper No. CB(4)1259/16-17
(These minutes have been seen
by the Administration)

Ref : CB4/PL/EDEV

Panel on Economic Development

Minutes of meeting
held on Monday, 24 April 2017, at 10:45 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Jeffrey LAM Kin-fung, GBS, JP (Chairman)
Hon Alvin YEUNG (Deputy Chairman)
Hon James TO Kun-sun
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon Kenneth LEUNG
Dr Hon KWOK Ka-ki
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, JP
Hon Holden CHOW Ho-ding

Hon SHIU Ka-fai
Hon CHAN Chun-ying
Hon LUK Chung-hung
Hon Kenneth LAU Ip-keung, MH, JP
Hon Jeremy TAM Man-ho
Dr Hon YIU Chung-yim

Members absent : Hon WONG Ting-kwong, SBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Dr Hon Elizabeth QUAT, JP
Dr Hon Junius HO Kwan-yiu, JP

Public Officers attending : Agenda item IV

Miss Joey LAM, JP
Deputy Secretary for Transport and Housing
(Transport)5

Ms Louisa YAN
Principal Assistant Secretary for Transport and
Housing (Transport)10

Mr WONG Sai-fat
Deputy Director of Marine

Agenda item V

Miss Joey LAM, JP
Deputy Secretary for Transport and Housing
(Transport)5

Ms Louisa YAN
Principal Assistant Secretary for Transport and
Housing (Transport)10

Mr WONG Sai-fat
Deputy Director of Marine

Mr CHEUK Fan-lun
Assistant Director of Marine (Planning and
Services)

Mr LAI Chi-tung
Assistant Director of Marine (Port Control)

Mr Henry MAK
Assistant Secretary for Transport and Housing
(Transport)10C

Clerk in attendance : Ms Shirley CHAN
Chief Council Secretary (4)5

Staff in attendance : Mr Bonny LOO
Assistant Legal Adviser 4 (Agenda item V only)

Ms Shirley TAM
Senior Council Secretary (4)5

Ms Lauren LI
Council Secretary (4)5

Ms Zoe TONG
Legislative Assistant (4)5

Miss Mandy LUI
Clerical Assistant (4)5

Action

I. Confirmation of minutes of meeting

(LC Paper No. CB(4)859/16-17 — Minutes of meeting held on
27 February 2017)

The minutes of meeting held on 27 February 2017 were confirmed.

II. Information papers issued since the last meeting

- (LC Paper No. CB(4)761/16-17(01) — Submission from the Hong Kong Airline Pilots Association dated 27 March 2017 on the Administration's proposal to establish an independent air accident investigation authority (English version only)
- LC Paper No. CB(4)762/16-17(01) — Letter from Hon CHAN Chi-chuen dated 28 March 2017 on withdrawal of membership (Chinese version only)
- LC Paper No. CB(4)767/16-17(01) — Administration's information paper on staggering arrangements for the retendering of petrol filling station sites with leases expiring in 2018
- LC Paper No. CB(4)766/16-17(01) — Letter from the Secretary for Transport and Housing dated 24 March 2017 concerning the outstanding discussion item on "Regulation of unmanned aircraft systems" (English version only)
- LC Paper No. CB(4)777/16-17(01) — Letter from Hon LUK Chung-hung dated 28 March 2017 concerning issues relating to the discussion item on "Competition situation of the prices of auto-fuel and domestic liquefied petroleum gas" (Chinese version only)

LC Paper No. CB(4)784/16-17(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from March 2015 to February 2017

LC Paper No. CB(4)814/16-17(01) — Letter from Hon Nathan LAW Kwun-chung dated 5 April 2017 on withdrawal of membership (Chinese version only)

LC Paper No. CB(4)845/16-17(01) — Letter from Hon Michael TIEN Puk-sun dated 11 April 2017 proposing discussion on the latest development of the new Air Traffic Management System (Chinese version only)

2. Members noted the above papers issued since the last regular meeting.

III. Items for discussion at the next meeting

(LC Paper No. CB(4)848/16-17(01) — List of outstanding items for discussion

LC Paper No. CB(4)848/16-17(02) — List of follow-up actions)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 22 May 2017 at 10:45 am –

- (a) Amendments to subsidiary legislation under the Merchant Shipping (Safety) Ordinance (Cap. 369) for implementation of the latest requirements under the International Convention on Load Lines and the International Convention for the Safety of Life at Sea; and
- (b) Competition Commission's study on the auto-fuel market.

IV. Proposed rationalization of a directorate post for supporting the development of the logistics industry

(LC Paper No. CB(4)848/16-17(03) — Administration's paper on rationalising a Principal Assistant Secretary for Transport and Housing (Transport) post in the Transport Branch of the Transport and Housing Bureau to support the development of the logistics and port industries)

Presentation by the Administration

4. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport)5 ("DSTH5") briefed the Panel on the proposal to rationalize a Principal Assistant Secretary for Transport and Housing (Transport) post by re-grading the permanent post of Assistant Director of Marine ("AD of M") to a permanent post of Administrative Officer Staff Grade C ("AOSGC") in Division 5 of the Transport Branch of the Transport and Housing Bureau ("THB") to support the development of the logistics and port industries in Hong Kong. She explained that in response to the expanded scope of work which required considerable policy input in mapping out the long-term needs of the logistics industry, a supernumerary AOSGC post held against the AD of M post was created in March 2002 to accommodate the AOSGC deployed to fill the AD of M post. The supernumerary AOSGC post, currently titled Principal Assistant Secretary for Transport and Housing (Transport)10 ("PAS(T)10"), had been recreated continuously. The proposed AOSGC post to be re-graded would keep the post title of PAS(T)10. Details of the proposal were set out in LC Paper No. CB(4)848/16-17(03)).

Discussion

The proposal

5. In response to Ir Dr LO Wai-kwok's enquiry about the responsibility of PAS(T)10 in housekeeping of the Marine Department ("MD"), DSTH5 explained that MD was responsible for its internal matters including manpower planning and operational issues, whereas THB was responsible for policy

matters and taking forward legislative proposals in relation to marine safety and port operations. PAS(T)10 would also provide policy input in the department's policy and initiative formulation process.

6. Mr LUK Chung-hung noted that PAS(T)10 would be responsible for taking forward legislative proposals to implement marine legislation to enhance navigation safety. He cast doubt if an administrative officer would have sufficient experience and knowledge of marine operation in discharging such duty.

7. DSTH5 said that the provision of technical support was one of the many facets in formulating legislative proposals. While MD provided technical input, THB examined technical proposals from policy perspectives and took a leading role in coordinating the legislative process at different stages.

8. Mr Holden CHOW expressed support for the proposal as it was necessary to fill the post by an administrative officer with requisite experience in policy administration and implementation. Nevertheless, he urged the Government to step up the manpower resources provided to MD and formulate a long-term manpower plan for the department to address the future manpower requirement and challenges.

9. Mr Jimmy NG expressed support for the proposal. He however expressed concern about the manpower shortage of MD, especially when it was required to have a permanent AD of M post deleted under the proposal, while three supernumerary directorate posts were created and retained for the department in 2014 and 2016 respectively. To this end, he asked about the long-term manpower plan for MD, including whether those three supernumerary posts would be retained on a continuous manner, and which AD of M post of MD's establishment would be deleted under the proposal.

10. DSTH5 explained that the AD of M post proposed for re-grading was under THB's establishment whereas the three supernumerary posts in question belonged to MD. Deputy Director of Marine supplemented that the three supernumerary posts created in 2014 and retained until 2019 were tasked to take forward the MD's systematic reform to enhance maritime safety.

11. In response to Mr CHAN Chun-ying's enquiry about the job duties assigned to PAS(T)10, DSTH5 said that the responsibilities set out for PAS(T)10 in the paper only covered the major ones. All Government officials would be required to fulfill the duties assigned by their supervisors as appropriate.

Logistics and port development

12. Mr Holden CHOW asked about the measures to be taken by PAS(T)10 to enhance the development of transshipment trade which accounted for an significant portion in terms of cargo volume of Hong Kong.

13. DSTH5 said that the volume of transshipment cargoes handled in Hong Kong had been increasing significantly from about 30% of the total marine cargoes a decade ago to about 60% nowadays. Such increase was due to the Hong Kong port's good connectivity in terms of frequency and coverage of liner services. To enhance the handling capacity and efficiency of the Kwai Tsing Container Terminals ("KTCTs") and sustain the development of the logistics industry, the Administration had been working actively to make available six pieces of port back-up sites totaling about 18 hectares for container terminal use. This was PAS(T)10's current priorities.

14. Mr YIU Si-wing said that Hong Kong port was in a less advantageous position than its Mainland counterparts in terms of operating cost, proximity to cargo sources and hence transportation convenience, but the Hong Kong International Airport ("HKIA") featuring an extensive air connectivity had been the world's busiest cargo airport for years. To this end, he enquired how would PAS(T)10 leverage on the competitive edges of Hong Kong to strengthen the logistics and port development, and whether this officer would be involved in the discussion relating to the use of local brownfield sites, some of which were occupied by logistics operation.

15. The Chairman considered it important to maintain a frequent and comprehensive liner shipping services, and provide timely supports on relevant policy and legislation matters to sustain the development of port and logistics industries. To capitalize on the business opportunities arising from the development of the Big Bay Area, the Government should enhance its software support, such as streamlining customs clearance procedures and providing a favourable legislative framework to attract shippers to use the Hong Kong port. It should also allocate sufficient land for storing empty containers to enable the industry to provide timely and efficient services to customers.

16. DSTH5 said that PAS(T)10 would be responsible for consolidating the competitive edges of the port and logistics sectors as well as the air, road and/or sea transportation networks to strengthen the industries development. PAS(T)10 would explore possible strategies to enhance the adoption of

e-logistics by the logistics sector, keep a watching brief over the logistics development in neighbouring countries as well as in the world, and work with the relevant bureaux/departments in matters relating to Government's policy on brownfield sites. On land allocation, the Administration had reserved about 10 hectares of land in Tuen Mun West for the construction of modern logistics facilities and PAS(T)10 would assist in taking forward this measure.

17. Mr LUK Chung-hung asked about the timetable for releasing those port back-up sites for container terminal use and the two sites reserved in Tuen Mun West for logistics development. He also enquired about the progress of the Government's plan on upgrading Stonecutters Island public cargo working area ("SIPCWA") to a modern container handling facility. Mr Holden CHOW raised similar enquiries.

18. DSTH5 said that the Government was working on six port back-up sites by phases, with a view to making three sites available within 2017. Further information would be provided after the meeting. As for the sites in Tuen Mun West, the Government was making preparatory works for the disposal of Tuen Mun Area 49, with a view to obtaining the Town Planning Board's approval by 2018 so as to release the site for logistics development in one to two years. On Tuen Mun Area 38, it was currently used as a temporally fill bank and the Government would continue to liaise with the departments concerned on releasing the site for modern logistics use as early as practicable. In respect of the sea frontage of SIPCWA which measured 120 metres in length, DSTH5 said that the Government was reviewing the arrangement of existing facilities on the land and expected to release it by end of 2017 to support the operation of KTCTs.

(Post-meeting note: The Administration's response was issued to members vide LC Paper No. CB(4)1093/16-17(01) on 25 May 2017.)

19. Mr Frankie YICK supported the re-grading proposal. He considered that there was still much room for the local logistics industry to expand, taking advantage of the robust development of e-commerce business and the resultant need for cold chain logistics services on the Mainland. Nevertheless, he relayed a grave concern of the trade in response to the comment made by Secretary for Constitutional and Mainland Affairs ("SCMA"), implying that Hong Kong should give up the provision of port services which could be taken up by mainland ports. He urged SCMA to consult the major stakeholders, including the Hong Kong Shipowners Association, the Hong Kong Liner Shipping Association, the Hong Kong Shippers' Council, before making relevant comments in future.

20. DSTH5 said that the Government was committed to maintaining the vibrancy of the Hong Kong port. In fact, the Hong Kong port was an important tenet of Hong Kong's economy, underpinning its success as an international trade and logistics hub. Trading and logistics accounted for 22% of Hong Kong's GDP and 20% of total employment. Hong Kong welcomed the world's largest container vessel in service, with a capacity of over 20 000 twenty-foot equivalent units, into Hong Kong port on 15 April 2017.

21. Sharing a similar concern on SCMA's comment, Mrs Regina IP commented that the cargoes handled in Hong Kong was still voluminous. In particular, the throughput of air cargoes of Hong Kong was the top in the world, taking advantage of the extensive network of HKIA and the efficient and professional logistics services provided. Given the development potential of the port and logistics industries, she gave support to the proposal. In this connection, she also asked about the implication of the relaxation of cabotage restrictions in some Mainland ports on Hong Kong.

22. DSTH5 explained that the Administration had noted the situations where some foreign flagged ships owned by Chinese shipping companies were allowed to transport goods between some Free Trade Zones and other ports on the Mainland. The Government considered relaxation of cabotage rules might have adverse implication on Hong Kong port, and had relayed the concerns to the Mainland authorities.

23. Ms Claudia MO expressed concern about the sustainability of the local port and logistics industries given that the Hong Kong port had slipped from its peak in terms of container throughput and surpassed by other regional counterparts. She raised doubts on the Government's commitment to these sectors which represented an important share of local GDP, and pointed out that the relaxation of the transportation rules on the Mainland would further undermine the competitiveness of the local industries. In this regard, she urged the Government to formulate a long-term policy and step up efforts to sustain the industries' development.

24. DSTH5 explained that Hong Kong had been the busiest container port of the world for a long time since the 1990s. However, with the development of ports in the Mainland which handled a lot of the direct cargo produced there, the Hong Kong port had lost out to other Asian ports in the recent decade and its ranking had declined to the current fifth position. Nevertheless, the port and logistics industries still played important roles in Hong Kong and provided

highly efficient services to customers. To enhance their development, in addition to the provision of six pieces of port back-up sites for container terminal use, the Government had undertaken a dredging project to deepen the approach channel to KTCT from the navigation depth of 15 metres to 17 metres to enable ultra large container vessels to access the container terminals at all tides. It was also exploring other measures, such as building port back-up and logistics facilities in the form of multi-storey buildings, so as to optimise the usage of land resources.

25. Mr CHAN Chun-ying noted that the Government was planning to set up a Trade Single Window ("TSW") in Hong Kong as a single information technology platform so as to follow the mainstream international development and to uphold Hong Kong's competitiveness in trade and position as a logistics hub. He enquired if PAS(T)10 would be responsible for assisting small and medium enterprises ("SMEs") in tackling problems arising from the implementation of TSW.

26. DSTH5 said that the TSW initiative would be taken forward by the Commerce and Economic Development Bureau ("CEDB"), which would provide support for SMEs to adapt to the changes. If the logistics sector encountered any difficulties arising from such initiative, THB and CEDB would coordinate the assistance for the trade.

27. Ir Dr LO Wai-kwok commented that THB should coordinate with other bureaux in considering various policy matters, such as the arrangement of brownfield sites. In response, DSTH5 said that there were a number of cross-bureau issues pertaining to port and logistics sectors that THB would coordinate with other bureaux to resolve the matters. In addition to the arrangement of brownfield sites, THB also worked closely with the Security Bureau on issues relating to air traffic security and customs clearance for cargoes. In this regard, it was more appropriate to fill the AD of M post by an AOSGC so as to take up relevant liaison work.

Conclusion

28. The Chairman concluded that the Panel was generally supportive of the proposal. He also requested the Administration to take note of members' views on relevant matters.

V. Amendments to Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F)

(LC Paper No. CB(4)848/16-17(04) — Administration's paper on legislative amendments to Shipping and Port Control Regulations (Cap. 313A) and Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F) to regulate marine traffic)

LC Paper No. CB(4)906/16-17(01) — Letter from Hon Steven HO Chun-yin dated 21 April 2017 on legislative amendments to Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F) (Chinese version only))

Presentation by the Administration

29. At the invitation of the Chairman and with the aid of power-point presentation, DSTH5 briefed the Panel on various measures to regulate marine traffic by amending the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F). These measures included (a) improving vessel traffic services ("VTS"), (b) establishing a new principal fairway, (c) imposing conditions for vessels passing through the two link roads of the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), and (d) amending the boundaries of the HKIA Approach Areas. Details of the briefing were set out in LC Paper No. CB(4)848/16-17(04)).

(Post-meeting note: The power-point presentation material provided by the Administration was issued to members vide LC Paper No. CB(4)905/16-17(01) on 24 April 2017.)

Discussion

Streamlining VTS reporting procedures

30. Mr LUK Chung-hung enquired about details of and the system used for the VTS reporting procedures, in particular, whether the streamlined procedures would have any implications on marine safety and were in line with the international requirements.

31. Assistant Director of Marine (Port Control) ("AD/PC") explained that vessels were required to report (covering their name, location, and destination) to the Vessel Traffic Centre ("VTC") of MD at different stages of movements, including pre-movement/departure, ready-to-move or ready-to-depart, as well as move-underway or departure-underway. They were also required to make radio reports when they sailed through a calling-in point. With the advancement of navigational technology, specified vessels were required to install an automatic identification system, which automatically sent crucial navigational information, such as name, position, course and speed of a vessel, to VTC. As a result, the existing reporting procedures were no longer necessary. To enhance the efficiency of VTS, the Government proposed to combine the previous reports into one movement/departure report and remove seven calling-in points. Such arrangements would not affect marine safety.

Establishing a new principal fairway

32. Mr Kenneth LAU noted that under the Government's proposal of establishing a new principal fairway in Hong Kong waters, fishing activities in the junction/intersection between the proposed Ha Pang Fairway and the existing Ma Wan Fairway and Kap Shui Mun ("KSM") Fairway would be prohibited. He expressed concern about the implication of such prohibition on the fishing trade, which had already lost some fishing grounds in relation to various marine works so far. In this connection, he requested the Administration to provide information on how the proposed prohibition of fishing activities in the said junction/intersection and the consequent loss of fishing grounds, would impact on the livelihood of fishermen, and the quantification of such loss/impact. He also asked about the feasibility of taking forward the suggestion raised by the fishing trade on implementing a traffic separation scheme in this water area so as to allow fishing activities in a separate zone.

Admin

33. DSTH5 said that vessels navigating within principal fairways in Hong Kong were required to comply with a set of rules mandated by the

International Maritime Organization, including navigating as close to the right side of the fairway as possible and following specified procedures when overtaking other vessels. In response to the increasing marine traffic around North Lantau due to the development of neighbouring ports in Pearl River Delta, the Administration considered it necessary to establish the proposed fairway to regulate the marine traffic and enhance the protection on users of that water area. Taking into account the geographical constraints and busy marine traffic, fishing activities should be prohibited in that junction to ensure navigational safety.

34. AD/PC supplemented that according to the guidelines of the World Association for Waterborne Transport Infrastructure, the width of water channel for a two-way fairway should be at least 600 metres. The width of the water channel in the area was not sufficient for the establishment of traffic separation scheme. Therefore, providing a separate zone for fishing activities in this water area was not feasible.

35. Mr Steven HO raised objection to the proposal of establishing a new principal fairway, under which fishing activities would be prohibited at the eastern end. He considered that the Administration had not paid due regard to the interests of the fishing trade in formulating the proposal, in particular, it had not assessed the impact posed on the fishing trade before putting forward the proposal. He considered that the safety concerns raised by the Administration could not justify the fact that the livelihood of fishermen would be seriously affected. He also expressed dissatisfaction that while the Government claimed to address the interests of the fishing trade, the fishing grounds in the Hong Kong waters had been diminishing gradually for the sake of various local development projects. It was high time for the Government to formulate a long-term development plan and measures for the fishing trade.

36. AD/PC explained that the marine traffic around North Lantau had been increasingly frequent. According to the MD's study, the average daily traffic in the vicinity was about 100 vessel-trips in 2009, going up to over 300 vessel-trips in 2016 and about 400 vessel-trips in 2017. This increasing trend suggested pressing safety concern which the Administration was duty-bound to address, having regard to the fact that two severe marine accidents had occurred in the vicinity in 2002 and 2008 respectively causing eight and 18 casualties. Recently, marine patrol launches had rescued some fishermen whose boat was overturned in the vicinity due to the passage of large vessels. Safety measures in this water area should be stepped up.

37. Mr YIU Si-wing enquired about the number of accidents which had

occurred in the vicinity of the proposed fairway, and the contingency measures to be taken if marine accidents occurred in the new principal fairway.

38. AD/PC said that 348 accidents had occurred in the waters near North Lantau over the last decade, i.e. about 35 accidents annually. Upon the occurrence of a marine accident, the vessel concerned could seek MD's assistance via the Very High Frequency radio systems. Operators of VTC could also spot the accident through the Automatic Identification System and take immediate rescue actions. MD would respond to the emergency according to the circumstances of the case and regulate marine traffic through on-scene marine patrol launches.

39. Mr Steven HO remained unconvinced, and urged the Administration to explore alternative approaches instead of taking forward the proposal which affected the livelihood of fishermen. DSTH5 responded that MD had already considered other alternatives. Having regard to the geographical constraints and navigational safety, the Administration considered it necessary to prohibit fishing activities in the said junction. In response to Mr Steven HO's further enquiry, DSTH5 said that the Administration aimed to table the relevant legislative amendment in the Legislative Council ("LegCo") in October 2017 for negative vetting.

40. Mr YIU Si-wing asked about the traffic arrangement for high speed ferries ("HSFs") under the proposal. He said that it was necessary to divert HSFs traveling in the vicinity away from the new principal fairway to smoothen the traffic flow and enhance marine safety. Mr Frankie YICK urged the Administration to have proper arrangement on this matter.

41. AD/PC remarked that HSFs were operated according to the routes specified in the Permit to Operate High Speed Craft in Hong Kong. MD would discuss with relevant operators to explore how to adjust the routes as appropriate to avoid their overlapping with the new principal fairway.

42. Mr Frankie YICK enquired about the feasibility to establish an emergency fairway between the Brothers Marine Park and the third runway of HKIA, so as to provide an alternative channel for HSFs or other vessels traveling between Hong Kong and the Pearl River Delta region during emergency situations. The Administration undertook to look into the feasibility of this suggestion, having regard to the geographical constraints.

(Post-meeting note: The Administration's response was issued to members vide LC Paper No. CB(4)1093/16-17(01) on 25 May 2017.)

43. Mr Frankie YICK also asked whether the number of Chinese White Dolphins within Hong Kong waters had reduced due to the shift of their habitat. If this was the case, he suggested that the speed limit set for HSFs traveling between the SkyPier and Macao/Zhuhai could be relaxed. AD/PC explained that the speed restriction was stipulated in the Environmental Permit for the Three-runway System ("3RS") project undertaken by the Airport Authority Hong Kong ("AAHK"). The Administration would refer this suggestion to AAHK.

(Post-meeting note: The Administration's response was issued to members vide LC Paper No. CB(4)1093/16-17(01) on 25 May 2017.)

Imposing conditions for vessels passing through the two link roads of HZMB

44. Dr KWOK Ka-ki expressed concern if the proposal had any implication on the water-based activities to be arranged in the vicinity of the Tuen Mun-Chek Lap Kok Link ("TM-CLKL").

45. Assistant Director of Marine (Planning and Services) ("AD/PAS") explained that the proposal sought to set up three restricted areas for vessels passing underneath the southern connection of TM-CLKL with height restrictions of 21, 12 and 6 metres, so as to allow the passage of vessels of different sizes. This proposal would not affect the arrangement of water-based activities in the vicinity.

46. Mr Jeremy TAM noted that the Government had planned to take forward the reclamation works arising from the Tung Chung East ("TCE") development, subject to the approval by LegCo. He expressed concern about the impact of the said reclamation on the proposed arrangement for vessels, in particular a large part of waters in the vicinity of TM-CLKL as well as a number of its navigational channels might be reclaimed. He also enquired about the number of vessels currently using this water area and if the Administration had assessed the impact of the said reclamation on the marine traffic in this area .

47. DSTH5 said that the proposal sought to ensure the safe passage of vessels through the navigational channels underneath the southern connection of TM-CLKL, although the marine traffic around TM-CLKL was not busy. The proposal would not affect the TCE development project which was being considered by LegCo. AD/PAS supplemented that the said reclamation would not cause significant impact on marine traffic as the navigational channel within the area of height restriction of 21 metres would be sufficient for existing vessels to pass through.

48. Ir Dr LO Wai-kwok expressed concern about the safety management of MD against ship-bridge collisions, having regard to the incidents which had occurred on the KSM Bridge and HZMB's pier in October 2015 and March 2016 respectively. He asked about anti-collision measures and monitoring systems adopted to prevent ship-bridge collisions at HZMB.

49. AD/PC said that safety precautions had been adopted to avoid ship-bridge collisions. For example, local dumb steel lighters with derrick over 37 metres in length, which were forbidden to pass through the navigational channels of the KSM Bridge, should have the derricks painted in red and white at the top for identification. This could help officers of patrol launches to identify such vessels and prevent them from entering the restriction area. DSTH5 supplemented that the Highways Department ("HyD") had designed HZMB with ship impact protection system to limit load transfer to the bridge in case of collision, as well as putting in place some monitoring measures. She would coordinate with HyD to provide further information in this regard after the meeting.

(Post-meeting note: The Administration's response was issued to members vide LC Paper No. CB(4)1093/16-17(01) on 25 May 2017.)

50. The Chairman cast doubt if the protection material mounted on a bridge could fully protect it against the load of ship impact, and whether the safety precautions adopted were adequate. Given that such kind of incidents could jeopardize the safety of vessel passengers as well as bridge users, he urged MD to step up the protection measures, such as installing ship's height testing alarms.

51. AD/PC responded that MD had planned to implement a Vessel Height Detection System ("VHDS") for detecting the ship mast height. However, as the technology used was rather immature with a high percentage error, the findings of VHDS would be used as reference only. Currently viaducts in Hong Kong were equipped with different colour signs for distinguishing their height limits. MD would also conduct educational programmes and publish notices to inform the trade about relevant arrangements for HZMB.

52. Mr Frankie YICK considered that VHDS was conducive to avoiding ship-bridge collisions, especially for double-checking the height of ocean going vessels on their passage through the Tsing Ma Bridge.

Amending the boundaries of the Hong Kong International Airport Approach Areas

53. In response to Ir Dr LO Wai-kwok's enquiry, DSTH5 said that MD had been in close liaison with AAHK in respect of the construction of 3RS. In considering the proposed amendment to the boundaries of the eight HKIA Approach Areas, the Administration had taken into account the implication of 3RS during its works as well as after its completion.

Conclusion

54. The Chairman concluded that a majority of members were generally in support of the Administration's proposals to regulate marine traffic, while a few members had reservation on the Administration's proposal to establish a new principal fairway. He invited the Administration to address the concerns raised by members on relevant matters.

VI. Any other business

55. There being no other business, the meeting ended at 12:35 pm.