

For information

Legislative Council Panel on Economic Development

Amendment of the Seventh Schedule of the Shipping and Port Control Regulations

PURPOSE

This note informs Members of our proposal to make minor adjustment to the coordinates demarcating the location of the Eastern Quarantine Anchorage (EQA) in order to provide adequate maneuvering water space for cruise vessels proceeding to and from the second berth of Kai Tak Cruise Terminal (KTCT) expected to come in operation within 2014. The proposed adjustments are done through amendments to the Seventh Schedule to the Shipping and Port Control Regulations (Cap. 313A) (the Regulations).

BACKGROUND

2. The KTCT is a major tourism infrastructure to develop Hong Kong into a regional cruise hub in Asia. The first berth of the KTCT was completed in mid 2013. The second berth will be due for completion in 2014. Upon completion of the dredging works for the second berth by 2015, both berths can accommodate the largest cruise ships (up to 220 000 gross tonnes) in the world.

3. In Hong Kong, there are two quarantine anchorages established for shipping and port control administration to facilitate safe navigation of vessels and for conducting health clearance for all vessels entering and leaving the waters of Hong Kong. They are namely the EQA and Western Quarantine Anchorage. The designation and specification of these quarantine anchorages are set out in the Seventh Schedule to the Regulations.

PROPOSAL

4. The EQA is located at the north of Hung Hom Fairway

occupying an area of around 37 hectares (ha) as shown in the drawing at **Annex A**. Owing to the overlapping of the existing EQA with the future vessel maneuvering basin of the second berth of KTCT, a minor realignment of the boundary of EQA is needed so as to provide adequate maneuvering water space for cruise vessels to safely navigate to and from the second berth of KTCT. We therefore propose to amend the coordinates demarcating the EQA as contained in the Seventh Schedule to the Regulations. A drawing showing both the existing and the proposed EQAs is at **Annex B**. The defined area of the EQA will remain the same as the existing one after realignment and will continue to accommodate the same number of ships for berthing without affecting the daily operation within existing fairways (i.e. Hung Hom and Eastern Fairway).

CONCURRENT AMENDMENTS TO OTHER LEGISLATIONS

5. As the EQA has also been destined as the Eastern Immigration Anchorage (EIA)¹ in the same location, the Security Bureau will propose a similar amendment to the boundary of the EIA by amending the First Schedule to the Immigration (Anchorage and Landing Places) Order (Cap. 115C).

CONSULTATION

6. The Port Operations Committee, the Local Vessels Advisory Committee, and the Pilotage Advisory Committee were consulted and endorsed the proposal.

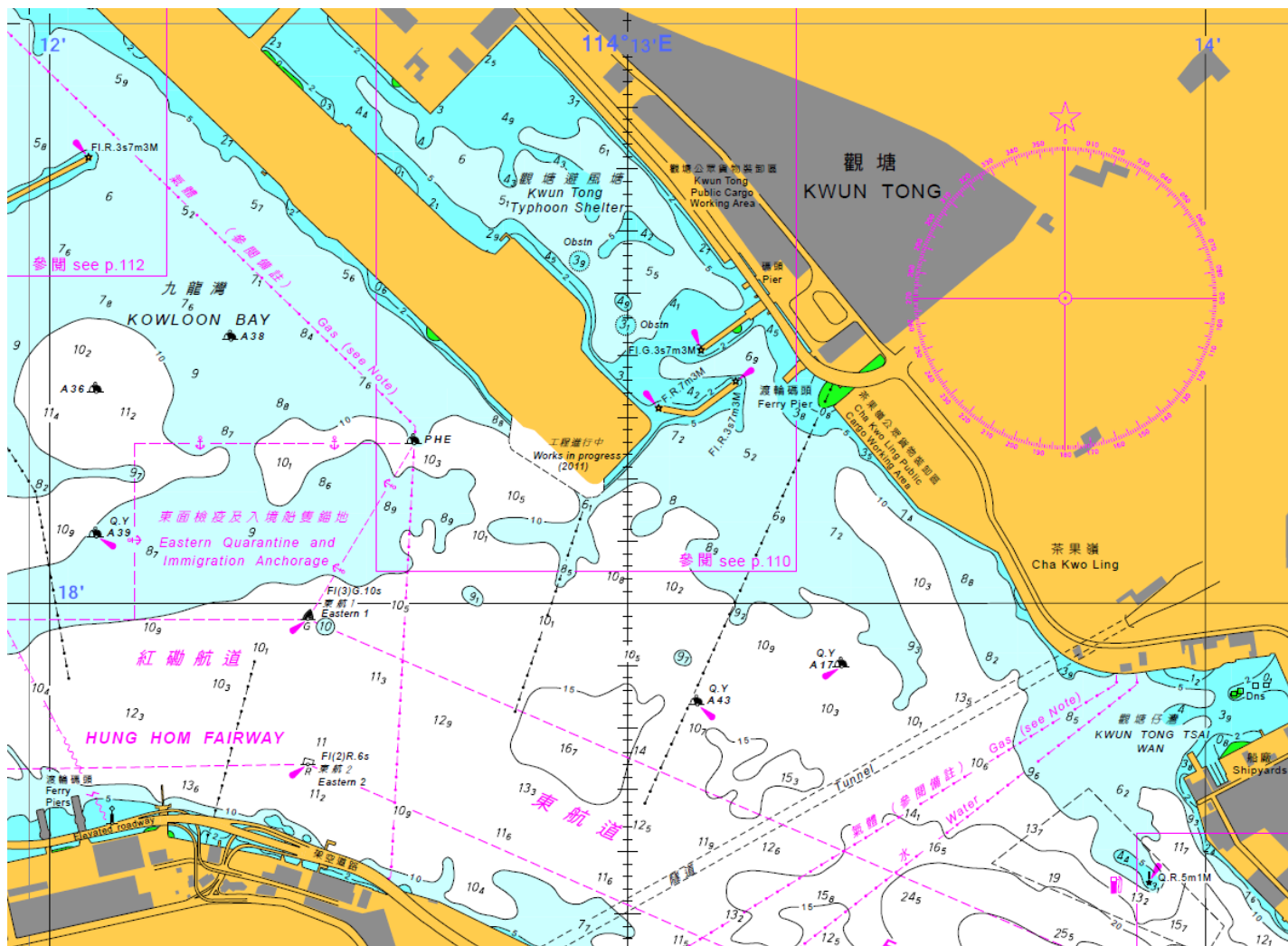
WAY FORWARD

7. We will table the proposed amendments to the Seventh Schedule to the Regulations for negative vetting in April 2014.

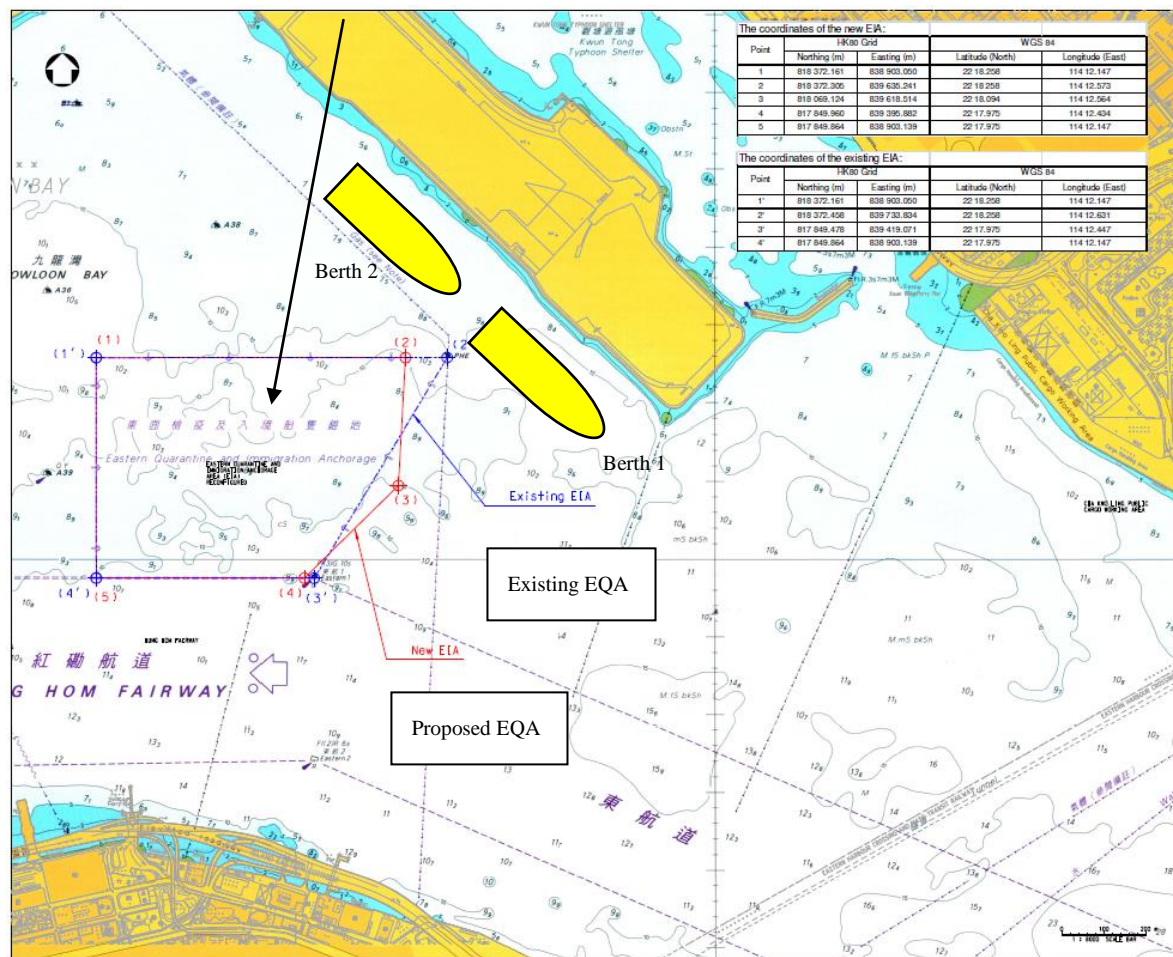
***Transport and Housing Bureau
March 2014***

¹ The EIA is for conducting immigration clearance for vessels visiting Hong Kong.

The Existing Eastern Quarantine Anchorage (EOA)



The Existing Eastern Quarantine Anchorage (EOA) (bounded by blue lines)
and Proposed Eastern Quarantine Anchorage (EOA) (bounded by red lines)



 Cruise terminal berth