

# 立法會

## *Legislative Council*

LC Paper No. CB(4)1196/16-17(04)

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### **Subcommittee on Legislative Amendments for Imposing Conditions on Vessels Navigating in the Vicinity of the Hong Kong-Zhuhai-Macao Bridge**

#### **Background brief**

##### **Purpose**

This paper provides background information on the legislative amendments made under the Shipping and Port Control (Amendment) Regulation 2017, the Shipping and Port Control Regulations (Amendment of Fifth Schedule) Notice 2017 and the Merchant Shipping (Local Vessels) (General) (Amendment) Regulation 2017 (L.N. 82 to L.N. 84) for imposing conditions on vessels navigating in the vicinity of the Hong Kong-Zhuhai-Macao Bridge ("HZMB"). It also summarizes the major views and concerns expressed by members of the Panel on Economic Development ("the Panel") on the subject.

##### **The subsidiary legislation**

2. For navigational safety, the Marine Department ("MD") has introduced various measures to regulate marine traffic, including inter alia, the establishment of designated areas restricting the height, length and navigational direction of vessels. These restrictions are set out in the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), and are amended from time to time having regard to the latest pattern and volume of marine traffic.

##### L.N. 82 and L.N. 84

3. HZMB links Hong Kong, Zhuhai and Macao. It consists of a Main Bridge in Mainland waters together with boundary crossing facilities and link roads in the three places. There are two link roads in Hong Kong waters, i.e. the Hong Kong Link Road ("HKLR") connecting the Hong Kong Boundary Crossing Facilities ("HKBCF") to the Main Bridge, and the Tuen Mun-Chek Lap Kok Link ("TM-CLKL") linking HKBCF with Northwest New Territories and North Lantau. Underneath these two link roads, there are a number of

navigation channels for vessels to pass through. To ensure navigation safety, restrictions on the the height, length and navigational direction of vessels sailing through these navigation channels are imposed under L.N. 82 and L.N. 84. Details of L.N. 82 and L.N. 84 are provided in the LC Paper No. LS69/16-17.

4. L.N. 82 and L.N. 84 will come into operation on 1 December 2017.

#### L.N. 83

5. Currently, eight Hong Kong International Airport Approach Areas ("HKIAAAs") have been set up to regulate the vessels navigating in the vicinity of the Hong Kong International Airport ("HKIA"). Restrictions on the height of vessels in these areas that can pass through range from 15 metres to 30 metres. Due to the construction of HZMB, part of the waters near HKIA has been reclaimed for constructing HKLR and HKBCF. L.N. 83 is therefore proposed to make adjustments to the boundaries of HKIAAAs which have become obsolete due to reclamation. Details of L.N. 83 are provided in the LC Paper No. LS69/16-17.

6. L.N. 83 will come into operation on 1 August 2017.

#### **Previous discussions**

7. The Panel was consulted on the Administration's proposals for imposing conditions for vessels passing through the two link roads of HZMB and amending the boundaries of HKIAAAs on 24 April 2017. Members in general supported the proposals to ensure navigation safety and regulate marine traffic. However, some members were concerned about the anti-collision measures and monitoring systems adopted to prevent ship-bridge collisions at HZMB. In response to members' enquiries, the Administration has provided further information in this regard which was circulated to members vide LC Paper No. CB(4)1093/16-17(01) on 25 May 2017.

8. The Administration advised that to ensure that vessels were aware of the height restrictions, prominent colour-coded signs would be displayed on each bridge pier within the restricted areas. Moreover, MD would inform the trade of such arrangements by organizing seminars to brief operators who might sail through the area, as well as by issuing Marine Department Notice before commencement of the legislation. The Highway Department 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.

9. To address a member's concern about the impact of the reclamation works arising from the Tung Chung East development on the marine traffic in the area, the Administration advised that whilst the marine traffic around TM-CLKL was not busy, enhancement measures were proposed to ensure the safe passage of vessels through the navigational channels underneath the southern connection of TM-CLKL.

10. On the legislative proposal to reflect the updated boundaries of HKIAAAs, a member urged the Administration to take into account the implication of the Three-runway System project undertaken by the Airport Authority Hong Kong.

### **Latest position**

11. At the meeting of the House Committee on 26 May 2017, Members agreed to form a subcommittee to study L.N. 82 to L.N. 84.

Council Business Division 4  
Legislative Council Secretariat  
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## List of relevant papers

<b>Issued by</b>	<b>Meeting date/ Issue date</b>	<b>Paper</b>
Panel on Economic Development	24 April 2017 (Item V)	<a href="#">Administration's paper</a> <a href="#">Follow-up paper</a>
Transport and Housing Bureau	May 2017	<a href="#">Legislative Council Brief</a>
Legislative Council Secretariat	25 May 2017	<a href="#">Legal Service Division Report</a>