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25 May 2017

Ms Shirley Chan
Clerk to Panel on Economic Development
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Ms Chan,

Panel on Economic Development

Meeting on 24 April 2017

Thank you for your letter of 25 April 2017, setting out the additional information requested at the captioned meeting.

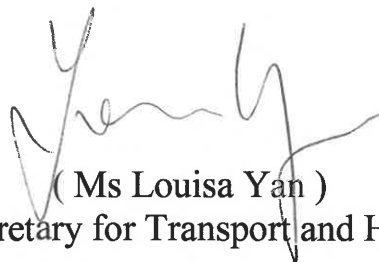
On Item IV of the agenda, Members asked about the timetable for releasing the six pieces of port back-up sites totalling about 18 hectares identified for container terminal use. The requested information is at **Annex A**.

On Item V of the agenda, which concerns the amendments to the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), members asked about the feasibility of establishing an emergency fairway near the Hong Kong International Airport and the possibility of relaxing the speed limit on ferries travelling between the SkyPier and Macao/Zhuhai, as well as requested information on the anti-collision measures and monitoring systems adopted to prevent ship-bridge collisions at the Hong Kong-Zhuhai-Macao Bridge. Our responses are at **Annex B**.

You also seek information about the impact of establishing prohibited fishing areas to the livelihood of fishermen. These comments and concerns are also raised by Hon Steven Ho Chun Yin in his letter of 21 April 2017, which was referred to us for comment. We are considering the issues involved and will reply to you later.

Should you have any enquiries, please feel free to contact me at 3509 8162. Thank you.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Louisa Yan', written in a cursive style.

(Ms Louisa Yan)
for Secretary for Transport and Housing

Panel on Economic Development

Meeting on 24 April 2017

Proposed rationalisation of a directorate post for supporting the development of the logistics industry

Timetable for releasing six pieces of port back-up sites

To enhance the cargo handling efficiency of Kwai Tsing Container Terminals, we will make available six sites totalling about 18 hectares for port back-up use by phases. We aim at releasing four sites totalling 15 hectares adjacent to Container Terminals 5, 7, 8 (West) and 9 (South) from 2017-18 onwards. The remaining two sites of about three hectares in total are scheduled for rezoning for barge berthing use in order to meet the increase in river-borne container traffic. Subject to rezoning, these sites can be released by phases from 2018-19 onwards.

Panel on Economic Development

Meeting on 24 April 2017

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

Emergency fairway

Members asked about the feasibility of establishing an emergency fairway near Hong Kong International airport as an alternative channel. Unlike emergency vehicular access in road traffic, there is no equivalent arrangement for marine traffic. Given the busy marine traffic in Victoria Harbour, it is not possible to designate a navigational channel for emergency use. In case of emergency such as collision within the proposed principal fairways, Marine Department (MD) will direct the navigation of vessels to ensure safety and minimise impact on marine traffic.

Speed limit for high speed ferries travelling between the SkyPier and Macao/Zhuhai

Members asked about the possibility of relaxing the speed limit imposed on high speed ferries travelling between the SkyPier and Macao/Zhuhai. The speed limit is a condition of the Environmental Permit for the Three-Runway System Project to minimise disturbance to the natural habitat of Chinese White Dolphins, which have high ecological value. The Environmental Permit is issued under the Environmental Impact Assessment Ordinance (Cap. 499). All vessels navigating in that area are required to comply with this statutory restriction.

Anti-collision measures and monitoring systems adopted to prevent ship-bridge collisions at the Hong Kong-Zhuhai-Macao Bridge

To ensure vessels are aware of the height restrictions, prominent colour-coded signs will be displayed on each bridge pier within the restricted areas. Moreover, MD will inform the trade of such arrangements by organising seminars to brief operators who may sail through the area, as well as by issuing Marine Department Notice before commencement of the legislation.