

## **Existing marine uses and activities**

### **(a) *Fairways***

- These are sea areas set aside for use as channels for relatively deep draft vessels (particularly ocean-going vessels (OGV)) to follow when moving in the harbour. The fairways are designated by legislation. Whilst Marine Department keeps statistics on the number of vessels arriving and departing Hong Kong and the number of local vessels, it is not practicable to capture precise information on the volume of vessel traffic movements along the fairways and elsewhere in the harbour. Nevertheless the following statistics can help to appreciate the magnitude of vessels movements in the harbour.
- In 2008, there was an annual total of 217,360 vessel arrivals in Hong Kong, and a corresponding number of vessel departures. (i.e. on average a daily 1,200 vessel movements in and out of the Hong Kong harbour. The majority of these used the fairways.)
- There are 13,314 Hong Kong licensed vessels. These vessels are generally with a size smaller than the OGV. Everyday a considerable number of these local vessels move around in the waters of Hong Kong, including in the harbour area. Because of their relatively shallower draft, the routes of local vessels not necessarily follow the fairways. Many of them in fact follow routes outside the fairways and closer to the shoreline to avoid the mainstream traffic in the fairways.

### **(b) *Anchorage***

- These are sea areas set aside for use mainly by OGV to stay for various purposes such as processing port formalities, waiting for berth, cargo working etc. The anchorages are designated by legislation. In the anchorages the vessels are secured by their anchors and the vessel swings around the anchor as affected by wind and tide. While the vessels are at anchor there usually are local vessels moving to and from them.

**(c) *Typhoon shelters***

- The sea areas partly enclosed by breakwaters are set aside for local vessels to use as home base and refuge during typhoon conditions. The typhoon shelters are specified in the legislation. There are frequent movements of vessels in and out of the typhoon shelters and within the typhoon shelters.

**(d) *Mooring buoys***

- A number of mooring buoys are maintained in the sea areas of the harbour. (i.e. those marked A39, B2, ZA2 etc. in the Hong Kong Harbour Facilities & Layout Plan.) A circular shaped sea area around each buoy is set aside for use as mooring area by the vessel at the buoy. The vessels are secured by connecting the anchor cable to the mooring ring of the buoy. When staying at the mooring buoys the vessel swings around the buoy as affected by wind and tide. There are local vessels moving to and from the vessels at the mooring buoys.
- The Government mooring buoys with numbers prefixed A or B are provided by Marine Department for use by commercial OGV at cost. Generally vessels moor at these buoys to load and unload cargo or passengers. There are 21 A-class buoys (183-metre vessels) and 10 B-class buoys (137-metre vessels) located in the eastern harbour and western harbour. The four mooring buoys south of the Stonecutters Island with number prefixed ZA are naval mooring buoys provided for supporting the operations of the nearby naval base.

**(e) *Sea areas designated for different purposes and/or with different restrictions***

- (i) Sea area in Rambler Channel between Stonecutters Bridge and Kwai Tsing Bridge. Vessel movement within this area is very intense. The area is used as a turning basin for OGVs arriving and leaving the berths at the Kwai Tsing container terminals, as well as the through traffic channel for vessels navigating between the sea area north of Tsing Yi and the harbour.
- (ii) Sea Areas in the vicinity of Macau Ferry Terminal & China Ferry Terminal. The areas are set aside for cross-boundary

ferry services operation uses. The areas are designated by legislation and entry into the areas is restricted. Movement of ferry vessels in and in the vicinity of the areas is very intense.

- (iii) Sea Areas in the approaches of ferry piers, other piers, public piers and public landing steps. The areas of approaches are not well defined. But generally the areas nearby the piers and landings are maintained free of obstruction so as to enable the piers and landings can be used for their intended purposes. Obviously, there are vessel movements within these sea areas.
- (iv) Sea Area within 50 metres of Public Cargo Working Areas (PCWA) and Container Terminal Berths: These areas are for occupation of vessels moored at the PCWA and the Container Terminal berths. There are regular vessel movements to and from these sea areas.
- (v) Sea Areas in the approaches of harbourfront sites with marine access given under land grant, lease, land allocation, short-term tenancy, etc. These areas of approaches are generally not well defined. The areas are maintained free of obstruction so as to provide marine access to these sites. Obviously, there are vessel movements within these sea areas.
- (vi) The sea area in eastern harbour, which is open for public use. For example, boat races are held quite regularly in the sea areas between Tsim Sha Tsui and Lei Yue Mun.

**(f) *Vessel bunkering areas***

- These are the sea areas near Lei Yue Mun, Tai Kok Tsui, Shum Shui Po, coloured green and marked with a “fuel pump” icon on the Hong Kong Harbour Facilities & Layout Plan. These are the sea areas where vessels, mostly local vessels, refuel from oil barges anchored thereat.

**(g) *Private mooring areas***

- These are sea areas where private moorings are laid at cost to the owners and with Marine Department’s permission. There are

private mooring areas inside the typhoon shelters, on the western side of the New Yaumatei Typhoon Shelter breakwater, at Tsuen Wan Bay, along the shore near Ting Kau. The private moorings are for mooring of local vessels. There are vessel movements including mooring and unmooring operations in and near the private mooring areas.

***(h) Marine works areas***

- Sea areas of various extents may be used as areas for carrying out marine works such as borehole drilling, submarine cable serving or repairs, works on drainage outfalls, dredging, etc. Establishment of these areas is temporary usually in nature. There are works activities including diving operations within the marine works areas.

***(i) Entry restricted areas***

- These are areas set aside as no entry areas for vessels except with permission of the specified authority. They are the sea areas 100 metres from the low water mark on Green Island, the Ngong Shuen Chau Naval Basin area and the Ngong Shuen Chau Barracks area. These sea areas are specified by legislation. There is little marine activities in these areas.

**Marine Department**  
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