

High Speed Craft Consultative Committee

**Promoting More Frequent and Flexible Use of the Central Fairway
by International Cruise Ships**

Purpose

Members are invited to refer to the **Annex** for the promoting more frequent and flexible use of the Central Fairway by international cruise ships by Tourism Commission. For any comments, if any, please submit to the Secretariat on or before 8 January 2023.

Marine Department
20 December 2023

HIGH SPEED CRAFT CONSULTATIVE COMMITTEE

**Promoting More Frequent and Flexible Use of the Central Fairway by
International Cruise Ships**

Purpose

This paper serves to seek members' comments on a proposed trial scheme to facilitate more regular use of the Central Fairway, Northern Fairway and Western Fairway (collectively referred to as Central Harbour Transit ("CHT")) by cruise ships berthing at KTCT, with reference to the latest findings and recommendations of a marine traffic impact assessment ("MTIA") consultancy study conducted by a consultant ("the Consultant") engaged by the Tourism Commission ("TC").

Background

2. Since 1994, vessels over 120m in length are required to apply to the Marine Department ("MD") for permission for CHT on a case-by-case basis to ensure navigational safety of vessels navigating in the vicinity of the Central Harbour. When this transit restriction was implemented, major marine works projects along the Victoria Harbour were planned/underway¹ and maritime industrial facilities such as Public Cargo Working Areas ("PCWAs") within the Victoria Harbour were also in use together with non-scheduled pleasure yacht events. The transit restrictions were to ensure navigational safety amidst the concentration of maritime activities in the Central Harbour. Whilst future works projects within the Victoria Harbour could not be ruled out at this stage, the aforementioned major works projects which disrupted fairway traffic have since been completed and some PCWAs, including the Kwun Tong PCWA and Wan Chai PCWA, have also been relocated. (Note from MD: the proposed wordings aim to reflect the fact.)

3. The cruise industry has long appealed to allow more regular CHT to boost cruise tourism by leveraging the iconic scenery of Victoria Harbour and the Symphony of Lights show. Having regarded that the Marine Traffic and Port Users Study conducted during the design phase of KTCT only covered passenger ship arrival and departure via the Eastern Fairway, Lei Yu Mun ("LYM") and Tathong Channel, and did not cover CHT, TC, in response to the industry's

¹ For example, Central and Wan Chai Reclamation, Shatin to Central Link (East Rail Line Cross-Harbour Extension), Western Harbour Crossing, West Kowloon Reclamation etc.

request, commissioned a study in 2022 to assess the feasibility of allowing CHT on a more regular basis under a set of conditions.

Current arrangements

4. Currently, cruise ships calling at KTCT and with length overall 120m or above are required to apply to the Vessel Traffic Centre (“VTC”) of MD for approval if they wish to conduct CHT. In practice, it is noted that permission is usually granted subject to conditions and the prevailing weather and marine traffic situation. The Berthing Guidelines (“BGL”) for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)” (**Annex I** refers), endorsed by Pilotage Advisory Committee (“PAC”) and published by MD in 2018, sets out the conditions and requirements. (Note from MD: the amendments aim to address the approval system more precisely.)

Marine Traffic Impact Assessment and Trial Scheme

5. To promote cruise tourism by allowing cruise ships to safely conduct CHT, TC, after consultation with MD, has commissioned a MTIA within the designated study area² (**Annex II** refers). The MTIA aims to identify and assess the marine traffic impacts and navigational risks that would be brought about by regular CHT of cruise ships and to provide workable mitigation measures, including but not limited to safe and practicable transit conditions, transit window and related stakeholders’ awareness of the transit. The MTIA also covers a review of port facilities and marine works (including both planned and in progress), risk analysis of historical traffic data obtained from the MD’s Vessel Traffic Surveillance system and real time camera-monitoring of marine traffic. (Note from MD: the amendments aim to provide a more precise description.)

6. After a review of marine traffic and other relevant conditions, the Consultant has identified, amongst others, that the lowest volume of aggregate marine traffic in the Central Harbour is between 19:00 – 22:00 under normal conditions. No insurmountable navigational risks have been identified. The Consultant therefore proposes to establish **a transit window between 19:00-22:00 on a trial basis** (“trial scheme”) to allow passenger vessels calling at KTCT and falling within certain categories (i.e. highly manoeuvrable passenger ships under 345m length overall and conventional passenger ships under 290m length overall) to conduct CHT without the need for prior approval from VTC, subject to a compliance with the relevant BGL.

² The Study Area covers the waters from Lei Yue Mun to south of Tsing Yi Island, including the Western Fairway, the Yau Ma Tei Fairway, the North Green Island Fairway, the Central Fairway, the Sulphur Channel, the Hung Hom Fairway, the Northern Fairway, the Eastern Fairway and the Southern Fairway and their adjacent waters.

The Trial Scheme

7. With regard to the permissible transit window from 19:00 - 22:00, the Consultant has drawn up the earliest and latest pilot on board time for inbound vessels and terminal departure time for outbound vessels participating in the trial scheme (please see **Annex III** for details). The trial period will be for 24 months, and the expectation is that the number of passenger vessels, including cruise ships plying in the Victoria Harbour, will gradually return to pre-COVID-19 level during the period. Depending on the outcomes of the trial scheme and feedback from stakeholders, the possibility of regularising the transit arrangement and/ or expanding the transit window to cover a longer duration will be explored.

8. For CHT outside the trial scheme period (i.e., 19:00-22:00) and vessels falling outside of the classes listed in paragraph 6, vessels are required to apply to VTC for permission on a case-by-case basis in accordance with the existing practice. Meanwhile, given the increasing size of cruise ships, TC will continue to explore with MD if the maximum overall lengths that have been adopted by BGL can be further relaxed, particularly if the trial scheme has been conducted smoothly for some time.

Proposed Conditions in Association with the Trial Scheme

9. To facilitate a favourable operational condition for CHT, the Consultant has suggested the following mitigation measures during the trial scheme:

- (a) Priority for use of the harbour shall be given to events as promulgated by Marine Department Notices (MDNs), such as fireworks displays, sea parades and large-scale water sports events like the Around-the-Island Race. The cruise line or its agents shall review relevant MDNs prior to transit to prevent any possible clashes;
- (b) No head-on/overtaking actions are allowed by cruise ships when conducting CHT;
- (c) Proper scheduling of CHT by port agents, effective and efficient communication and timely coordination between pilots-on-board respective ships and related stakeholders, and if necessary, involvement of VTC, would be conducive to facilitating safe movement of vessels generally, particularly the possible conflicting traffic situations arising from two-way traffic of OGVs with wider beams, for example; (Note from MD: coordination with other stakeholders using the Victoria Harbour is required also.)
- (d) Deployment of an additional escort tug as per the proposed berthing guideline at Annex IV; and
- (e) During the trial period, large-scale marine works for the Kau Yi Chau Project may be implemented and impact fairways along the CHT route. The CHT trial is subject to change or suspension if there is any significant

change of marine traffic along the route, including Western Fairway, Northern Fairway, Central Fairway, etc., depending on the impact of the works.

Suggested BGL for the Trial Scheme

10. Subject to the agreement of the proposed trial scheme, a separate BGL for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable) (Trial Window)” were developed at **Annex IV**.

Cruise Passengers’ Positive Feedback on Central Fairway Transit

11. Since the resumption of international cruises in January 2023, several cruise ships on their maiden calls to Hong Kong have been permitted to transit the Central Fairway. Cruise passengers onboard were able to enjoy the magnificent views of Hong Kong’s skyline and the Symphony of Lights show, contributing greatly to the success of the “Hello Hong Kong” campaign in welcoming visitors. From media reports, posts on social media as well as feedback obtained globally by the Hong Kong Tourism Board, cruise ships transiting the Central Fairway have been very well received by both cruise passengers and cruise lines. The relevant reports and posts have also substantially enhanced the worldwide image of Hong Kong.



Mein Schiff 5 transiting the Central Fairway upon departure on 9 March 2023

12. We believe that allowing more frequent and regular CHT of cruise ships through the Central Fairway will further enhance the attractiveness of Hong Kong as a cruise destination. From a wider perspective, the arrangement will give us an opportunity to showcase the stunning Victoria Harbour and to take advantage of a more connected harbourfront promenade for the community and tourists alike

to appreciate the vibrant harbour with international cruise ships sailing through.

Consultation

13. We have consulted stakeholders to solicit their views on facilitating passenger vessels to regularly transit the Central Fairway (**Annex V** refers). Generally, stakeholders supported the proposal and agreed that the proposal will significantly enhance the attractiveness of cruises including Hong Kong as a destination in their itineraries.

14. As the trial scheme will increase vessel traffic in the Central Harbour, the Royal Hong Kong Yacht Club, the Hong Kong Cargo-Vessel Traders' Association Ltd., and the Hong Kong China Rowing Association would like to have advance notice or more transparency about the Central Fairway schedule so as to help minimise any adverse impacts. Similarly, the Hong Kong and Kowloon Ferry asked for advanced schedule to avoid delay in their ferry schedule caused by the trial scheme. Accordingly and as one of our recommendations (see paragraph 15(d) below), the terminal operator of KTCT will publish the Central Fairway transit schedule on their website.

Recommendations

15. Given the latest marine traffic analysis and the consultation with stakeholders, we recommend:

- (a) adopting on a trial basis 19:00-22:00 as a transit window for CHT for a period of 24 months whereby cruise ships falling within certain classes of passenger ships (i.e. highly manoeuvrable passenger ships under 345m overall length and conventional passenger ships under 290m overall length) can transit through the Central Fairway, conditional on their full compliance with relevant BGL and subject to applicable conditions (including those listed in paragraphs 7 and 9 above);
- (b) for cruise ships wishing to conduct CHT outside the trial scheme window or not falling within the classes of passenger ships mentioned in (a), the requirement for prior approval from MD's VTC on a case-by-case basis should be maintained in accordance with the existing practice;
- (c) a separate BGL for "CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)" at **Annex IV** to be endorsed by PAC; and
- (d) the terminal operator of KTCT publishing the Central Fairway transit schedule in advance to inform harbour users and the general public.

Way forward

16. Subject to the views of the relevant consultative committees³ under MD

³ They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessel Advisory Committee

and the endorsement of the separate BGL by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in January of 2024.

Advice Sought

17. Members are invited to give views on the latest findings of the MTIA and the recommendations as stated in paragraph 15 above.

**Tourism Commission
December 2023**

ON TRIALLocation: **CHT-PC****Central Harbour Transit – Passenger Ship
(Conventional)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 guard boat to clear the passage.

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
4. Subject to VTC prior approval & traffic condition.
5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

ON TRIAL

Location: **CHT-PH****Central Harbour Transit – Passenger Ship
(Highly Maneuverable)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

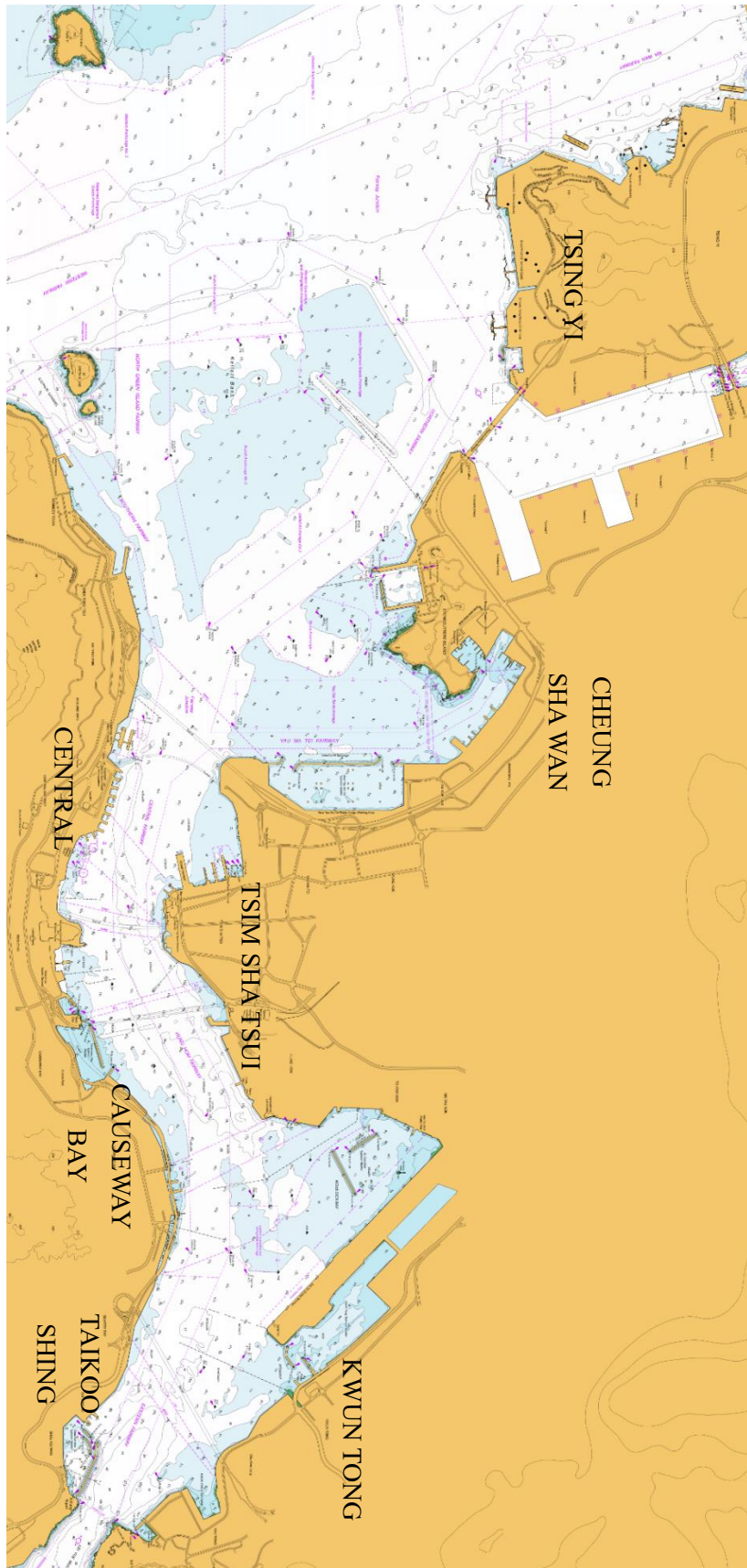
040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power ≥ 8000 HP
 - (b) Equipped with azipods.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
4. Subject to VTC prior approval & traffic condition.
5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

MTIA Study Area



Estimated Timelines on CHT window

Ngan Chau Pilot Station

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1900 (earliest)	1920	1930	About 10 knots (not more than 8 knots within the Central Harbour)	2030	1 hr. 45 min /about 15.5 NM
		2045 (latest)	2120	2130		2230	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1830 (earliest)	1930	1945	About 10 knots (not more than 8 knots within the Central Harbour)	2015	1 hr. 45 min /about 15.5 NM
		2030 (latest)	2130	2145		2215	

Urmston Road Pilot Station

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1900 (earliest)	1920	1930	About 12 knots (not more than 8 knots within the Central Harbour)	2055	2 hr. 10 min /about 23.5 NM
		2045 (latest)	2120	2130		2255	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1800 (earliest)	1925	1940	About 12 knots (not more than 8 knots within the Central Harbour)	2010	2 hr. 10 min /about 23.5 NM
		2000 (latest)	2125	2140		2210	

Berthing Guidelines*Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**

Location: **CHT-PC-TW** **Central Harbour Transit – Passenger Ship
(Conventional) (Trial Window)**

010	East Bound LOA: Max 230m	011	West Bound LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 to 2200 hours	Time:	between 1900 to 2200 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
020	East Bound LOA: Max 270m	021	West Bound LOA: Max 270m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 to 2200 hours	Time:	between 1900 to 2200 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
030	East Bound LOA: Max 290m	031	West Bound LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)	Draft:	Max 9.5m (min 10% UKC)
Time:	between 1900 to 2200 hours & LW-2 to HW	Time:	between 1900 to 2200 hours & HW+1 to LW+1
Tugs:	2 escort	Tugs:	2 escort
Remarks:	2 pilots. 1 guard boat to clear the passage.	Remarks:	2 pilots. 1 guard boat to clear the passage.

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is set for the trial scheme from 1 January 2024 to 31 December 2025 for participating conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage between berth and GI.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.

Berthing Guidelines*Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**

Location: **CHT-PH-TW** **Central Harbour Transit – Passenger Ship
(Highly Maneuverable) (Trial Window)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is set for the trial scheme from 1 January 2024 to 31 December 2025 for participating highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage between berth and GI.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.

Summary of Consultation with Relevant Stakeholders

A. Maritime Industry

Date	Name of stakeholder	Expressed views
21 st Sept. 2022	Hong Kong Pilots' Association	<ol style="list-style-type: none"> 1. No insurmountable navigational difficulties for cruise ships conducting Central Fairway transit; 2. Presence of MD patrol boats during Central Fairway transit preferred.
30 th Sept. 2022	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. Hong Kong Cargo-Vessel Traders' Association Ltd.	<ol style="list-style-type: none"> 1. Welcomed and agreed regular Central Fairway transit would be of great economic benefit to Hong Kong; 2. Concerned about potential conflicts with morning commercial traffic; 3. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.
16 th Mar. 2023	Star Ferry Co. Ltd.	<ol style="list-style-type: none"> 1. Reported no significant disruption to ferry schedule due to CHT of cruise ship on evening of 9th Mar 2023; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.
17 th Mar. 2023	Hong Kong & Kowloon Ferry Ltd.	<ol style="list-style-type: none"> 1. No significant impacts to ferry operations anticipated due to low volume of transiting cruise ships. 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit;
22 nd Mar. 2023	Sun Ferry Services Co. Ltd.	<ol style="list-style-type: none"> 1. Reported no disruption to ferry schedule due to CHT of cruise ship on evening of 9th Mar 2023; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.
24 th Mar. 2023	Chu Kong Shipping Enterprises (Group) Co. Ltd.	<ol style="list-style-type: none"> 1. Stated no impacts to company activities.

Annex V to HSCCC Paper No. 3 /2023

Date	Name of stakeholder	Expressed views
19 th May 2023	Guangdong-Hong Kong Feeder Association Ltd.	1. Stated no impacts to Association members' activities.

B. Tourism Industry

Date	Name of stakeholder	Expressed views
23 rd Sept. 2022	Hong Kong Tourism Board	1. Central Fairway transit would be a major draw for large international cruise companies to make Hong Kong a prime destination on their routes; 2. Concerned as to when regular Central Fairway transit might be permitted.
12 th Oct. 2022	Wallem Group (Local agent of cruise ships)	1. Supported more regular Central Fairway transit of cruise ships, which would be beneficial to attracting tourists; 2. Suggested sufficient prior notices to enable advertising campaigns.
21 st Jun. 2023	Advisory Committee on Cruise Industry	1. Unanimously supported the proposed trial scheme and agreed it would be beneficial to cruise development.

C. Other Harbour Users

Date	Name of stakeholder	Expressed views
12 th Aug. 2022	Royal Hong Kong Yacht Club	1. If cruise ships follow their current berthing patterns, no significant impacts to the Club's activities are anticipated; 2. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.
5 th Oct. 2022	Hong Kong Water Sports Council	1. Indicated no significant impact to activities, except for the 1-day Round the

Annex V to HSCCC Paper No. 3 /2023

Date	Name of stakeholder	Expressed views
	Hong Kong China Rowing Association	Island Race ¹ ; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.

¹ The event is unlikely to be affected by the cruise ships transiting between 19:00-22:00, as the latest finish time for the event in 2023 is before 18:00.