

LOCAL VESSELS ADVISORY COMMITTEE

Construction of a Public Landing Facility and Breakwater at Lei Yue Mun Waterfront

Purpose

This paper aims to brief Members on the proposed construction of a public landing facility and a breakwater at Lei Yue Mun Waterfront. Members are invited to note the relevant details.

Background

2. Lei Yue Mun (LYM) is one of the popular tourist spots in Hong Kong. To further capitalise on the advantages of Lei Yue Mun waterfront as a seafood-dining destination with its pleasant seaside ambience, and address the aspiration of residents and businesses, the Tourism Commission (TC) introduced the Lei Yue Mun Waterfront Enhancement Project (LYM Project) in 2005 to further improve the facilities along LYM waterfront. The scope of the project includes the construction of a public landing facility, a breakwater and a waterfront promenade; the provision of multiple lookout points and streetscape improvement works along the footpath connecting the lookout points; and the construction of a new viewing platform, etc.

3. In 2016, the Civil Engineering and Development Department commissioned a consultant to conduct traffic impact, marine traffic impact and environmental impact assessments in relation to the whole of LYM Project, ensuring that the Project can meet the relevant standards upon implementation of the proposed mitigation or risk control measures in the construction and operation stages. The consultant had completed the land and marine traffic impact and environmental impact assessments. The Transport Department and the Marine Department had provided their comments on the land and marine traffic impact assessment reports in December 2016 and May 2018 respectively. The environmental impact assessment report was approved by the Director of Environmental Protection in October 2018 and an Environmental Permit was issued under the Environmental Impact Assessment Ordinance in December 2018.

4. As far as LYM Project is concerned, the Government has consulted stakeholders in various sectors, including the Hong Kong Off-shore Fishermen's Association, the Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing, the Kwun Tong District Council, residents and business associations in LYM, etc., and received their general support.

Proposal

5. The proposed public landing facility is located on the southern shoreline of LYM. To accommodate vessels up to about 30m long with draft of around 3m, we have to conduct dredging works at the foreshore and seabed around the public landing facility to increase the water depth. We will also provide adequate onshore holding areas for passengers waiting to get on or off vessels.

6. In addition, a breakwater about 30m long will be constructed, based on the recommendations as set out in the marine traffic impact assessment report, with a view to effectively mitigating the impacts of waves on the proposed public landing facility and creating a calmer berthing environment for small passenger vessels to ensure safe embarkation and disembarkation. The breakwater is designed to dissipate energy of water waves, thereby reducing wave impacts on the sea nearby. In addition, a navigation light will be installed on the breakwater, allowing vessels to locate their positions more easily in approaching the facility. As both public landing facility and breakwater will be located outside the fairway, the existing fairway will not be narrowed. A layout plan and the current situation of the location for the proposed public landing facility are at **Appendix A** and **Appendix B**.

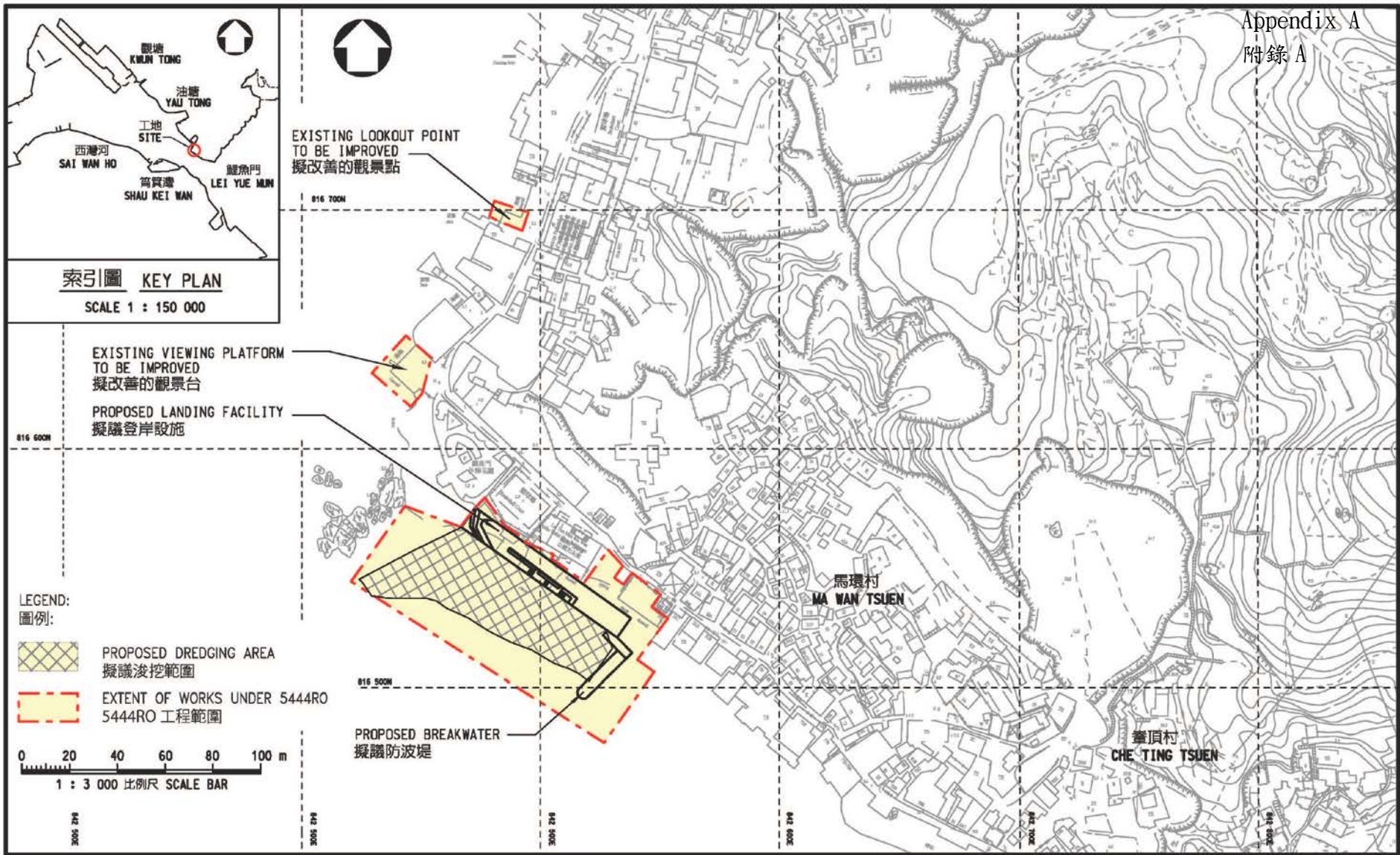
7. Prior to commencement of the marine works, the contractor will seek permission from the Director of Marine, for whom ample time will be allowed to promulgate a Marine Department Notice for the marine works in relation to the construction of the public landing facility. During construction, the works vessels will not be berthed in such a location to obstruct the fairway. It was stated in the marine traffic impact assessment report that, upon implementation of appropriate risk control measures (see **Appendix C**), the potential risks arising from the proposed public landing facility in the construction and operation stages would be reduced, thereby posing no negative impacts on the safety of the existing fairway.

8. Upon the commissioning of the new landing facility, it is anticipated that there is only minimal likelihood that vessels need to wait for berthing. If necessary, vessels can wait for berthing at the sea to the north of the LYM lighthouse (see **Appendix D**). The new landing facility will not affect the marine traffic of the nearby fairway or channel.

Way Forward

9. Members are invited to note the details of LYM Project.

Pier Improvement Unit
Civil Engineering and Development Department
March 2020



LEGEND:
圖例:

- PROPOSED DREDGING AREA
擬議浚挖範圍
- EXTENT OF WORKS UNDER 5444RO
5444RO 工程範圍

0 20 40 60 80 100 m
1 : 3 000 比例尺 SCALE BAR



新鯉魚門登岸設施
New LYM Landing Facility



從南面望向擬議登岸設施及擬議觀景台的構思透視圖
PERSPECTIVE VIEW OF THE PROPOSED LANDING
FACILITY AND PROPOSED VIEWING PLATFORM FROM
SOUTH DIRECTION (ARTIST'S IMPRESSION)

施工階段的風險控制方案和緩解措施

風險項目	風險等級／ 發生機率	緩解措施	風險等級／ 發生機率（經實 施緩解措施後）
1 因其他船隻進入作業範圍而發生事故	輕微／ 有可能發生	<p>須以標誌浮標和邊界浮標來標示作業區域，並防止其他船隻進入。挖掘船隻周圍的錨定點應以帶有閃燈的黃色標誌浮標標示。</p> <p>我們亦會考慮在作業區域內設置隔泥幕，以阻隔淤泥和沉積物。</p>	微不足道／ 不太可能發生
2 因工程躉船在作業範圍以外海面作業／停泊而導致藍塘海峽發生事故	輕微／ 有可能發生	<p>承建商須調派海上交通管制員到工程現場，以監察施工情況並追蹤工程船隻的運作狀況。</p>	微不足道／ 不太可能發生
3 因鯉魚門燈塔受遮擋而發生事故	中等／ 有可能發生	<p>承建商在夜間須於鯉魚門水道邊界以外預留10米的安全區，以確保施工船隻或其設備不會遮擋鯉魚門燈塔的航行燈。</p> <p>承建商亦應在每天工作完結後檢查錨標及其閃燈，以確保浮標燈正常運作。用於此項工程的船隻一律須予註冊，而工程作業船和其他水面機械亦須展示適當的國際和本地信號。</p>	微不足道／ 不太可能發生
4 因天氣欠佳而發生事故	輕微／ 有可能發生	<p>一旦環境狀況(例如低能見度，懸掛颱風信號)不利於繼續施工，則應將作業規模盡量縮小，甚或停止作業。</p>	微不足道／ 不太可能發生
5 涉及工程作業船隻與主要航道上其他船隻的事故	中等／ 有可能發生	<p>承建商須調派駐工地人員擔任海上交通協調員／主管，協調工程作業船隻，以免該等船隻聚集在工作區域以外一帶水域，並確保有關作業不會影響航道、分道航行制及其近岸航域。</p>	微不足道／ 不太可能發生
6 因能見度低而發生事故	中等／ 有可能發生	<p>倘能見度低下，可採取以下運作措施，以降低風險：</p> <ul style="list-style-type: none"> • 停船並確認所在位置 • 使用導航燈 • 使用霧角或氣笛警告其他船隻 • 懸掛雷達反射器，使船隻更易被其他船隻識別 • 使用遠光燈警告其他船隻 • 使用既定的甚高頻無線電頻道與船隻航行監察中心、海港巡邏組和其他通信船隻聯繫 	微不足道／ 不太可能發生

Risk Control Options and Mitigation Measures for Construction Stage

Appendix C

附錄 C

No.	Risk Item	Risk Level / Likelihood	Mitigation Measure	Risk Level / Likelihood (with Mitigation Measure Implemented)
1	Incident due to other vessels entering works boundary	Minor / likely	<p>Marker buoys and boundary floats are required to indicate the works area and prevent other vessels from entering. Anchor points around the dredging vessels should be indicated by yellow marker buoys with flashing lights.</p> <p>Provision of a silt curtain within the works area will also be considered to contain mud and sediments.</p>	Negligible / Unlikely
2	Incident happen at the Tathong Channel due to work barges working / stationing outside the work boundary	Minor / likely	Contractor shall deploy on site marine traffic controller/master to monitor the construction and keep track of the operations of the working vessels.	Negligible / Unlikely
3	Incident due to the blockage of LYM lighthouse	Medium / likely	<p>Contractor shall ensure and allow a clearance Zone of 10m away from the edge of Lei Yun Mun Pass during the night time to ensure the navigation light from the LYM lighthouse is not being blocked by the construction vessels or its equipment.</p> <p>Contractor should also check the anchor buoys and their flashing lights after each day working to ensure that the buoy lights work properly. All vessels used for the works shall be registered and working craft and other floating plant shall display appropriate international and local signals.</p>	Negligible / Unlikely
4	Incident due to poor weather condition	Minor / likely	Operations should be limited to the minimal scale or terminated if the environment (e.g. low visibility, typhoon signal hoisted) is unfavourable for construction works to continue.	Negligible / Unlikely
5	Incident between working vessels & other vessels at major channel / fairway	Medium / likely	Contractor shall deploy resident site staff as marine traffic coordinator/supervisor to coordinate with the working vessels to avoid these vessels clustering around the waters off the working area and to ensure the operations would not affect the fairway, Traffic Separation Scheme and its inshore traffic zones	Negligible / Unlikely
6	Incident due to low visibility	Medium / likely	<p>During low visibility condition, the following operation measures may be applied to reduce the risk:-</p> <ul style="list-style-type: none"> • Stop the vessel and confirm its position • Utilize the navigation lighting • Use fog horn or air canister horn to warn other vessels • Hoist radar reflectors to make the vessel more identifiable by other vessels • Use High-Beam spotlight to warn other vessels • Use established VHF radio channel to contact Vessel Traffic Centre, Harbour Patrol Section and inter-ship communication 	Negligible / Unlikely

