

PILOTAGE ADVISORY COMMITTEE

Proposals to Establish Anchorages at Kellett Bank and in Waters off Sham Shui Kok

Purpose

This paper seeks members' endorsement on proposals to establish five anchorages at the Kellett Bank and off Sham Shui Kok north of Lantau Island to boost the efficiency and competitiveness of the port.

Background

2. Since 1994, the overall utilization rate of government mooring buoys (GMB) has decreased significantly. On the other hand the use of anchorages has become more popular leading to some anchorages being fully occupied during peak periods. As a result, vessels have to wait at the south of Lamma Island on some occasions before they could move to the anchorages in the harbour. In the 43rd POC Meeting held on 25 September 2003, members had discussed the above matter and endorsed POC Paper No.7/03 to remove 24 GMBs from the Kellett Bank and to use the vacated areas as anchorages. A copy of POC Paper 7/03 is attached in **Annex I**.

Proposals

3. Following the removal of the mooring buoys in early 2004, three new service anchorages are now proposed to be established in the Kellett Bank with the view to optimizing the use of water space. They are (i) Kellett Anchorage No.1; (ii) Kellett Anchorage No.2 and (iii) Kellett Anchorage No.3 which will be used by vessels of different sizes and draughts.

4. In addition, there is currently lack of anchorage space in the waters north of the Lantau Island, vessels carrying cargo for this area

(north of the Lantau Island) are required to discharge their cargo at anchorages in the harbour and shift the cargo to this area by sea via the Ma Wan Fairway or land transport. Two new “Sham Shui Kok Service Anchorages” are therefore proposed to meet this demand.

Configuration and Operation

5. Kellett Anchorages - The boundaries and configuration of the proposed anchorages are shown in the attached chartlet at **Annex II**. They consist of:

- a) “Kellett Anchorage No.1” with one anchor berth for a vessel of length up to 300 metres and draught of 11 metres;
- b) “Kellett Anchorage No.2” for use by vessels of 150 metres in length or less and with draughts of between 5.5 and 6.5 metres; and
- c) “Kellett Anchorage No.3” with three anchor berths for vessels of length up to 180 metres and draughts of between 8.5 and 9.5 metres.

6. Sham Shui Kok Anchorages - The boundaries and configuration of the anchorages are shown in the attached chartlet at **Annex III**. They consist of:

- a) “Sham Shui Kok No.1” with two anchor berths for vessels of length up to 180 metres and draught of 8 metres; and
- b) “Sham Shui Kok No.2” with one anchor berth for a vessel of length up to 180 metres and draught of 9 metres.

Legislative Amendment

7. Subject to members’ endorsement of the above proposals, action will be taken to amend the Seventh Schedule to the Shipping and Port Control Regulations (Cap.313) to give effect of the new service anchorages.

Presentation

8. This paper is presented to members for information and comments.

Vessel Traffic Services Branch
Port Control Division
Marine Department

June 2005

HONG KONG PORT OPERATIONS COMMITTEE

POC Paper No. 7/03

Optimising the Usage of Anchorages and Government Mooring Buoys

Purpose

The purpose of this paper is to consult Members on the proposal to optimise the utilization of government mooring buoys (GMB) and anchorages by:

- (a) streamlining the current buoy allocation system; and
- (b) removing 24 GMB from the eastern part of Kellett Bank and converting the area into an anchorage.

Background

2. Since 1994, the overall utilization rate of GMB has decreased drastically. On the other hand the use of anchorages has become more popular leading to some anchorages being fully occupied during peak seasons. As a result, vessels have to wait at the south of Lamma Island on some occasions before they could move to the anchorages in the western harbour. This seriously affects the port operations.

Present Situation

3. Marine Department has conducted a review on this subject. A discussion forum on the subject with representatives of related trade associations and shipping companies was held in March 2001. The industry supported the proposal to optimise the utilization of GMB and anchorages (a summary of their views is attached at Annex 2). Also, in order to ascertain the current demand for buoys and anchorages, a survey was conducted in December 2002. Over 500 questionnaires were sent to relevant trade associations and shipping agents to solicit their views on the use of these facilities. A total of 91 responses were received and the results are summarized below.

Remove all mooring buoys	26%
Retain all mooring buoys	16%
Retain "A" class mooring buoys	32%
Retain "B" class mooring buoys	7%
No comment	17%
Other views (Retain typhoon mooring buoys for panamax type of ships and mooring buoys at Junk Bay, Kowloon Bay)	2%

In summary, the findings of the review are as follows:

i) Buoy Booking Procedure

The existing arrangement to allocate GMB twice a day is unable to meet the need of the users. There is room to improve the allocation process to reduce unnecessary idling time of GMB between booking and actual usage. The current maximum 48 hours of advance booking of GMB stipulated in the legislation should be minimized;

ii) Length of Stay

The time of a vessel staying in port has decreased from 47 to 40 hours during the period from 1997 to 2002. In the case of container vessels, their average length of stay is 24 hours. As for vessels using the GMB or anchorages, the average time is 22 hours. A sample survey on vessels staying at the anchorages is given below:

Vessels stay for	12 hours or less	47%
	More than 12 and up to 72 hours	47%
	More than 72 hours	6%

iii) Demand for GMB

The overall utilization rate of GMB has decreased from 42% in 1997 to 12% in 2002. This indicates that the total supply of GMB is in excess of the current demand.

iv) Utilisation of Anchorage

The average utilization rate for the Yau Ma Tei Anchorage and North Lamma Anchorage is 62% with a peak value of 99%, and around 90% at peak in the Western Anchorage No. 2 and the Pun Shan Shek Anchorage. As a result of increasing number of small vessels anchoring at deepwater anchorages due to insufficient capacity at the shallower anchorages, the number of large vessels waiting for an anchorage has increased from a total number of 61 in October 2001 to a total of 129 in September 2002. They were mostly container ships with length of 200 metres and more and drawing an average draft of 13.0 metres.

Proposals

4. In order to enhance the utilization of GMB, the current allocation of GMB will be made on a "first come first serve" basis, and within two hours upon receipt of an application. The charge will be levied once the applicant accepts the GMB assignment.

5. To optimize the use of resources and limited water space, 24 GMBs including 9 "A" buoys and 15 "B" buoys, will be removed from the Kellett Bank (see Annex 1) and the vacated area will be used as an anchorage for small vessels so as to release the deep-water anchorages for larger vessels. On the assumption that there is no change in the demand, removal of the 24 GMB would increase the overall utilization rate of the remaining 19 "A" buoys and 10 "B" buoys to 27.6% and 45.8% respectively. The next step will depend on further review of the situation after the removal.

Implications

6. The proposals outlined in paragraphs 4 and 5 above are considered to be able to better meet the port users' need and optimise the use of port facilities.

Presentation

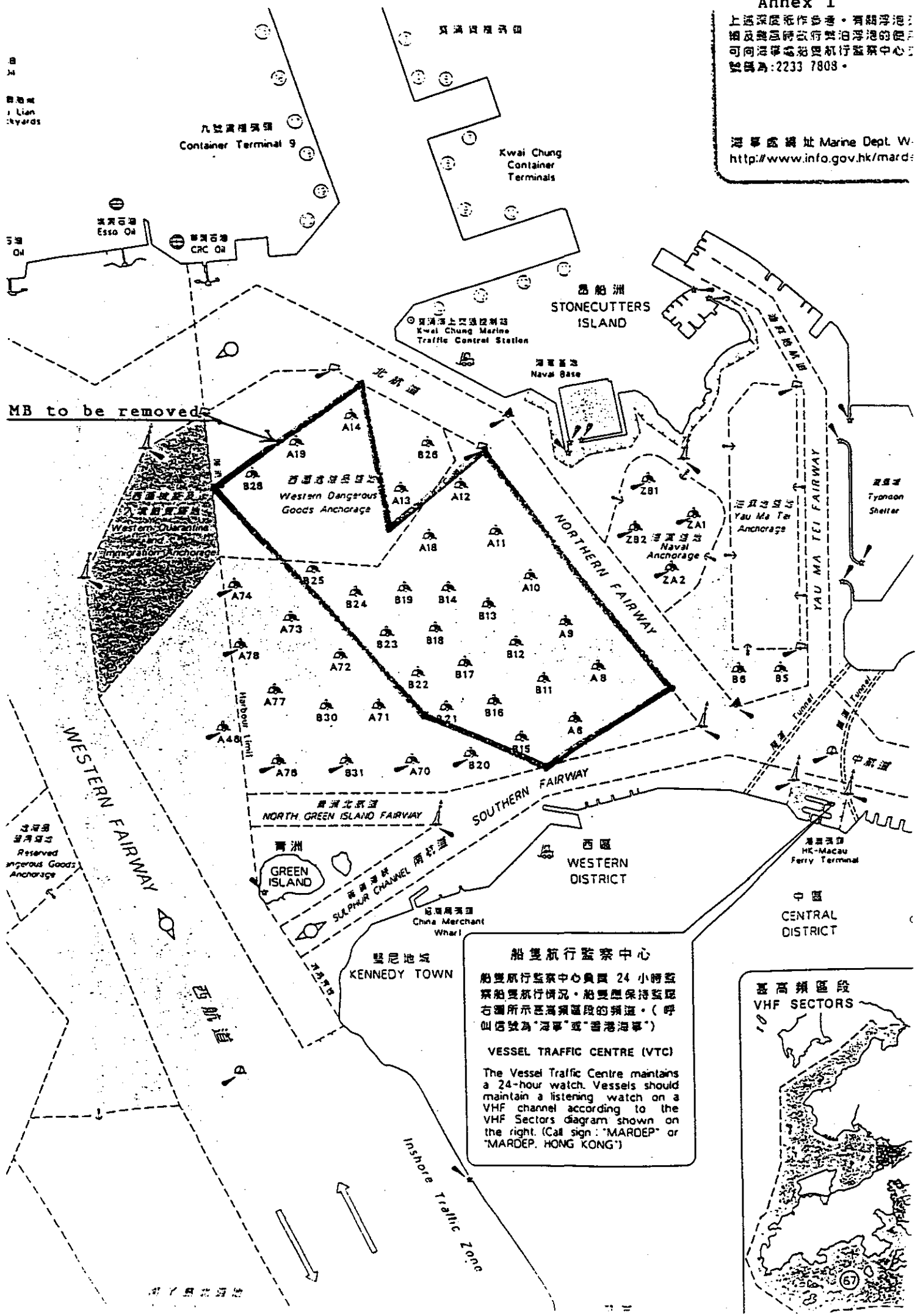
7. This paper will be presented by Mr L Y BUTT, Senior Marine Officer/Vessel Traffic Centre.

Port Control Division
Marine Department
September 2003

Annex 1

有關海峽航行秩序、海峽海峽
 及海峽航行秩序、海峽海峽
 可通過海峽航行秩序中心
 電話：2233 7808。

海峽地址 Marine Dept. W.
<http://www.info.gov.hk/mardc>



圖例
 Liens
 Harbours

九龍貨櫃碼頭
 Container Terminal 9

Kwai Chung
 Container
 Terminals

船塢洲
 STONECUTTERS
 ISLAND

香港海上交通控制中心
 Kwai Chung Marine
 Traffic Control Station

海軍基地
 Naval Base

MB to be removed

西區危險貨物錨地
 Western Dangerous
 Goods Anchorage

海軍錨地
 Naval Anchorage

海軍錨地
 Yau Ma Tei
 Anchorage

WESTERN FAIRWAY

NORTHERN FAIRWAY

SOUTHERN FAIRWAY

青洲北航道
 NORTH GREEN ISLAND FAIRWAY

青洲
 GREEN ISLAND

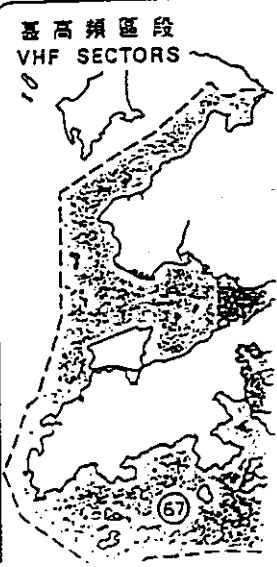
蘇利華海峽
 SULPHUR CHANNEL 南航道

西區
 WESTERN
 DISTRICT

中區
 CENTRAL
 DISTRICT

堅尼地城
 KENNEDY TOWN

船隻航行監察中心
 船隻航行監察中心負責 24 小時監
 察船隻航行情況。船隻應保持監察
 右圖所示甚高頻區段的頻道。(呼
 叫信號為“海峽”或“香港海峽”)
VESSEL TRAFFIC CENTRE (VTC)
 The Vessel Traffic Centre maintains
 a 24-hour watch. Vessels should
 maintain a listening watch on a
 VHF channel according to the
 VHF Sectors diagram shown on
 the right. (Call sign: "MARDEP" or
 "MARDEP, HONG KONG")



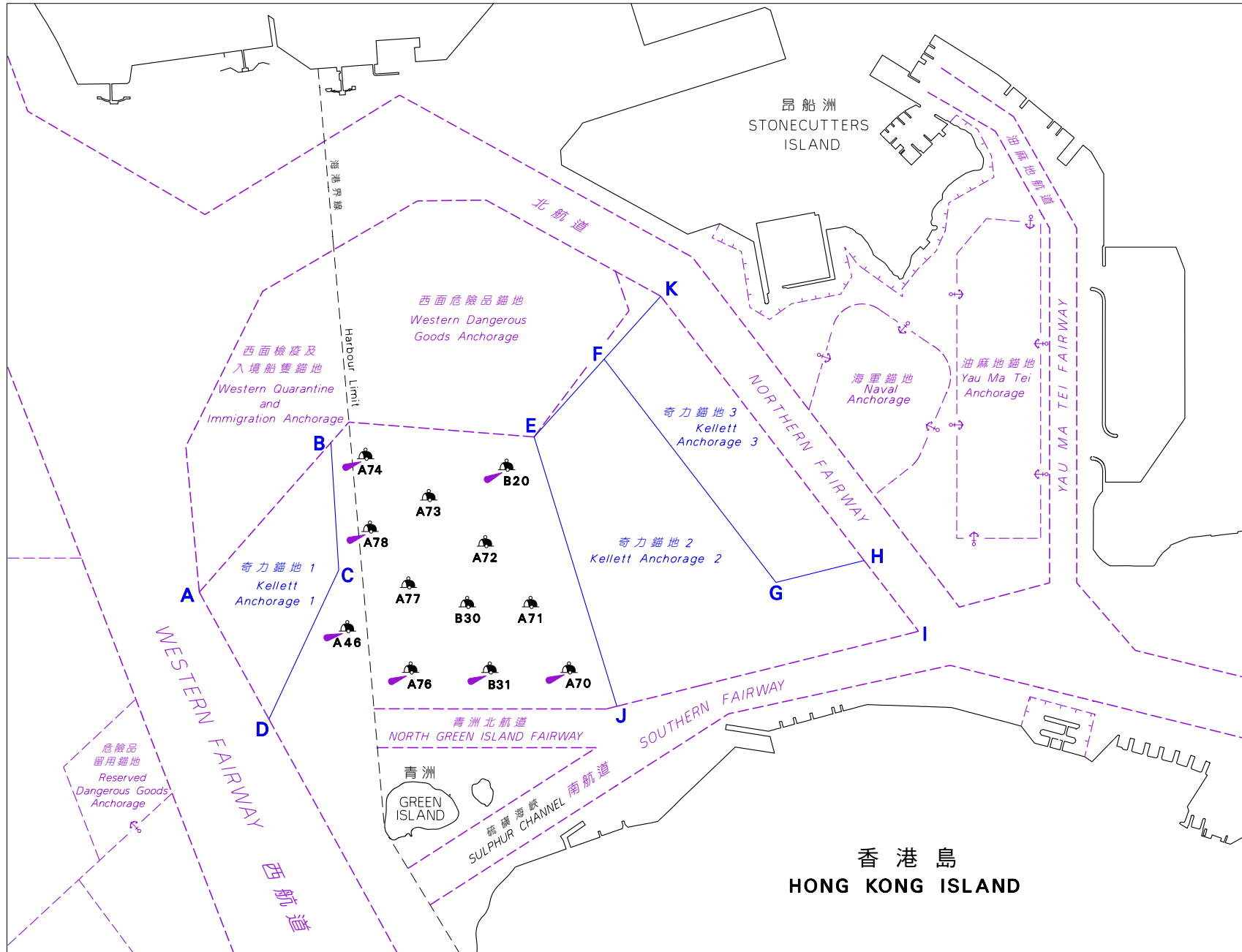
Inshore Traffic Zone

**A Summary of Views Given by Representatives of
Related Trade Associations and Shipping Companies at
the Discussion Forum held in March 2001**

- ◇ Buoy allocation system on a “twice a day” basis is not flexible.
- ◇ Advance booking time should be determined by users to cope with their operational requirements, the period of “30 hours” has been tested to be a practical alternative.
- ◇ Withdrawal of GMB in Kellett Bank and conversion of the vacated area into an anchorage is considered to be an appropriate move.
- ◇ Sufficient number of GMB should be retained to meet the current demand.
- ◇ Western Kellett Bank is considered to be unfavourable to cargo operations and unattractive if anchorage dues are set at a higher rate.
- ◇ No anchorage dues are charged for the first 3 hours after arrival is reasonable, but it is also fair to charge vessels as soon as they anchor.
- ◇ Change of fee structure to “per NT” and “per hour” with a basic charge is considered to be fair to users.
- ◇ “Short stay” vessels should be given the incentive to be charged at a lower rate.
- ◇ Moving of GMB to the eastern part of the harbour should be considered.

Kellett Anchorages

(Draft)



Proposal of Anchorages off Sham Shui Kok

