

Supplementary Notes to PAC Paper No. 6/2023

PILOTAGE ADVISORY COMMITTEE LOCAL VESSELS ADVISORY COMMITTEE PORT OPERATIONS COMMITTEE HIGH SPEED CRAFT CONSULTATIVE COMMITTEE

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

Purpose

In response to the discussion of PAC Paper No.6/2023 (the paper) and members' comments as expressed at the Pilotage Advisory Committee ("PAC") held on 28 December 2023, this paper seeks members' views of the supplementary information to the paper and the proposed amendments to the Berthing Guidelines for transit window ("BGL (Transit Window)") which were originally attached at Annex IV to the paper.

Background

2. During the discussion of the paper held at PAC meeting, the Hong Kong Pilots Association (HKPA) raised concerns regarding the condition on "*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*" (paragraph 9(b) of the paper refers). The HKPA stated that due to the general mixed and conflicting traffic situations along the Western Fairway, particularly within the junction area connecting the Western Fairway and Northern Fairway, avoiding actions to avert collision may become inevitable and therefore make head-on/overtaking actions necessary, which would be in contravention of the proposed conditions for the Trial Scheme.

3. Further, HKPA stated also that clarity should be provided as to when tug services shall cease for cruise ship transiting via Ma Wan Fairway under the General Remark item no. 4 of the proposed Berthing Guidelines which states "*Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for between berth and GI*". To ensure navigation safety, tug(s) shall be required between berth and GI for transit via Western Fairway and between berth and Tsing Ma Bridge for transit via Ma Wan Fairway.

4. At the PAC meeting, Tourism Commission expressed that supplementary information for the above two paragraphs would be provided for circulation to members.

Supplementary Information

5. With regard to “*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*”, it is hereby proposed to amend the wordings as:

“No head-on/overtaking actions are allowed by cruise ships *to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4);*”

6. With regard to the General Remark item no. 4 of the proposed Berthing Guidelines, it is hereby proposed to amend the wordings as:

“Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required *for the passage:*

(a) *via Western Fairway: between berth and GI,*

(b) *via Ma Wan Fairway: between berth and Tsing Ma Bridge.”*

Way forward

7. Subject to the views of the relevant consultative committees¹ under MD and the endorsement of the supplementary information by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in February of 2024.

Advice Sought

8. Members’ comments are invited.

Tourism Commission
February 2024

¹ They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessels Advisory Committee (LVAC) and the High-Speed Craft Consultative Committee (HSCCC).