

PORT OPERATIONS COMMITTEE

Amendment of the Fifth Schedule to
The Shipping and Port Control Regulations (Cap. 313A)
Restricted Areas around the Hong Kong International Airport

PURPOSE

The Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR), HZMB Hong Kong Boundary Crossing Facilities (HKBCF) and Tuen Mun - Chek Lap Kok Link (TM-CLKL) projects are now being carried out under full swing. The Highways Department had consulted the Port Operations Committee in 2009 before gazetting the above projects under the Town Planning Ordinance (Cap. 131), the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) and the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in the same year. The projects were then authorized under the respective Ordinances in October 2011. The implementation of the above projects will inevitably affect the Hong Kong International Airport Approach Area (HKIAAA) Nos. 2, 3, 5 and 7 as specified in the Fifth Schedule to the Shipping and Port Control Regulations (Cap. 313A) ("Schedule 5") which is required to be amended to cater for these projects. The above amendment had been presented at a joint consultation forum on HZMB HKLR, HKBCF and TM-CLKL on 3 June 2009. This paper is to update members on the proposed amendment before its implementation.

BACKGROUND

2. According to the design of the HKBCF, HKLR and TM-CLKL, the HKBCF will be located on reclamation at the north-eastern waters off the Hong Kong International Airport (HKIA); whilst the HKLR will connect the HZMB Main Bridge Section from the Hong Kong Special Administrative Region boundary to the HKBCF which include viaducts, a tunnel through Scenic Hill, and tunnel cum at-grade road on reclamation along

the eastern coast of the Airport Island. The TM-CLKL's southern landfall for its Northern Connection sub-sea tunnel and its Southern Connection (viaduct connecting HKBCF to the North Lantau Highway) will be integrated with the HKBCF. The overall layout of HKBCF, HKLR and TM-CLKL is shown on **Figure 1**.

3. As the artificial island for the development of Hong Kong Boundary Crossing Facilities (HKBCF) and Tuen Mun–Chek Lap Kok Link (TM-CLKL) Southern Landfall (referred as “the island” hereafter) and the strip of land colored in dark pink along the east coast of the Airport Island for the development of Hong Kong Link Road (HKLR) and associated road connection to HKBCF (referred as “the strip of land” hereafter) have been formed, parts of the original sea at Areas 2, 5 and 7 of the Airport Approach Restricted Areas have become land and therefore Areas 2, 5 and 7 as listed in Schedule 5 of Cap 313A have been reduced as defined in the proposed revision of the coordinates of Areas 2, 5 and 7. In addition, to allow current vessels to access to and from the existing SkyPier and Fire Service Department's rescue berth, the existing HKIAAA No. 3 needs to be amended as well.

4. To cater for the three projects of HKBCF, HKLR and TM-CLKL be carried out smoothly, it is necessary to amend the boundary of the HKIAAA around the HKIA as specified in paragraph 5 and as detailed in **Figure 2**.

DETAILED INSTRUCTIONS

5. The Schedule 5 should be amended as follows (the proposed amendments are also shown in attached **Figure 2**):

- (i) Paragraph 6 of Schedule 5 specifying the boundary of the HKIAAA No. 2 should be replaced by the following:

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22°18' 37.5" north,
longitude 113° 56' 25.5" east;

- (b) latitude 22° 18' 39" north,
longitude 113° 56' 29" east;
- (c) latitude 22° 18' 35" north,
longitude 113° 56' 31" east;
- (d) latitude 22° 18' 32.7" north,
longitude 113° 56' 23.3" east.

- (ii) Paragraph 7 of Schedule 5 specifying the boundary of the HKIAAA No. 3 should be replaced by the following:

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 18' 24" north,
longitude 113 ° 53' 47" east;
- (b) latitude 22° 18' 06" north,
longitude 113° 52' 50" east;
- (c) latitude 22° 18' 30" north,
longitude 113° 52' 40" east;
- (d) latitude 22°18' 40" north,
longitude 113° 53' 13" east;
- (e) latitude 22° 19' 04.5" north,
longitude 113° 53' 45.6" east;
- (f) latitude 22° 19' 38" north,
longitude 113° 55' 34.7" east;

- (g) latitude $22^{\circ} 19' 39''$ north,
longitude $113^{\circ} 56' 19''$ east;
 - (h) latitude $22^{\circ} 19' 50''$ north,
longitude $113^{\circ} 56' 51''$ east;
 - (i) latitude $22^{\circ} 19' 35.5''$ north,
longitude $113^{\circ} 56' 56.2''$ east;
 - (j) latitude $22^{\circ} 19' 21.7''$ north,
longitude $113^{\circ} 56' 50.8''$ east;
 - (k) latitude $22^{\circ} 19' 19.8''$ north,
longitude $113^{\circ} 56' 45.3''$ east.
- (iii) Paragraph 9 of Schedule 5 specifying the boundary of the HKIAAA No. 5 should be replaced by the following:

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (a) to (c), and (d) to (f)-

- (a) latitude $22^{\circ} 18' 52''$ north,
longitude $113^{\circ} 56' 33''$ east;
- (b) latitude $22^{\circ} 18' 57''$ north,
longitude $113^{\circ} 56' 50''$ east;
- (c) latitude $22^{\circ} 18' 55.7''$ north,
longitude $113^{\circ} 56' 50.7''$ east;
- (d) latitude $22^{\circ} 18' 49''$ north,
longitude $113^{\circ} 56' 53.1''$ east;

- (e) latitude 22° 18' 33" north,
longitude 113 ° 56' 59" east;
 - (f) latitude 22° 18' 21.9" north,
longitude 113° 56' 24.8" east.
- (iv) Paragraph 11 of Schedule 5 specifying the boundary of the HKIAAA No. 7 should be replaced by the following:

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (a) to (f), (g) to (i), and (j) to (k)-

- (a) latitude 22° 17' 15" north,
longitude 113° 53' 40" east;
- (b) latitude 22° 16' 53" north,
longitude 113° 52' 32" east;
- (c) latitude 22° 17' 55" north,
longitude 113° 52' 00" east;
- (d) latitude 22° 18' 32" north,
longitude 113° 52' 00" east;
- (e) latitude 22° 20' 10" north,
longitude 113 ° 57' 19" east;
- (f) latitude 22° 19' 18.5" north,
longitude 113° 57' 38.1" east;
- (g) latitude 22° 19' 07.4" north,
longitude 113° 57' 42.3" east;

- (h) latitude 22° 18' 36" north,
longitude 113° 57' 54" east;
- (i) latitude 22° 18' 08.3" north,
longitude 113° 56' 26.7" east;
- (j) latitude 22 ° 17' 42" north,
longitude 113° 55' 04" east;
- (k) latitude 22° 17' 31" north,
longitude 113° 54' 30" east.

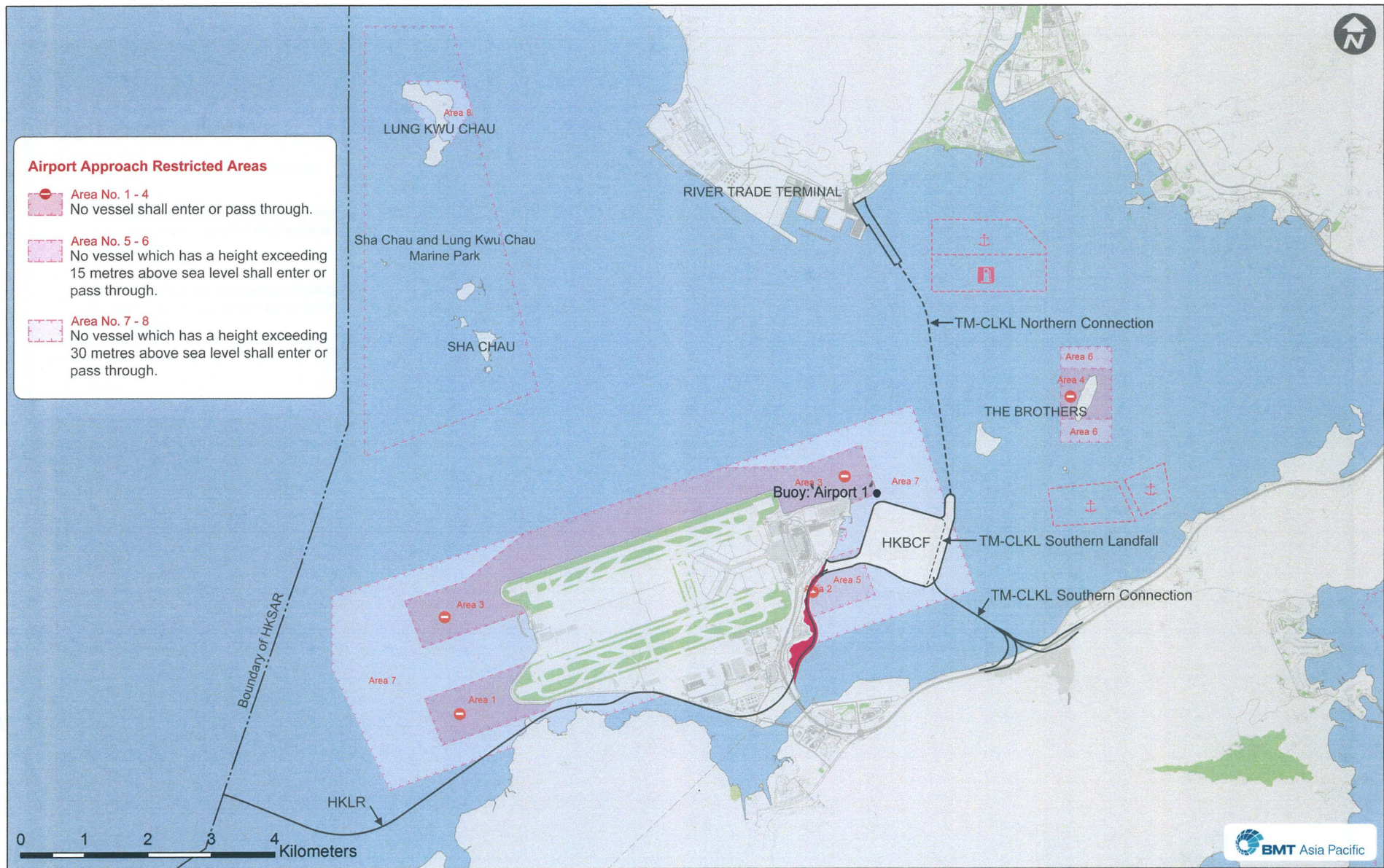
PROGRAMME OF AMENDMENT

6. This proposed legislative amendment to Schedule 5 shall come into operation before end 2017 as the essential works for commissioning of HZMB local projects in Hong Kong including HKBCF and HKLR are targeted to be completed by end of 2017.

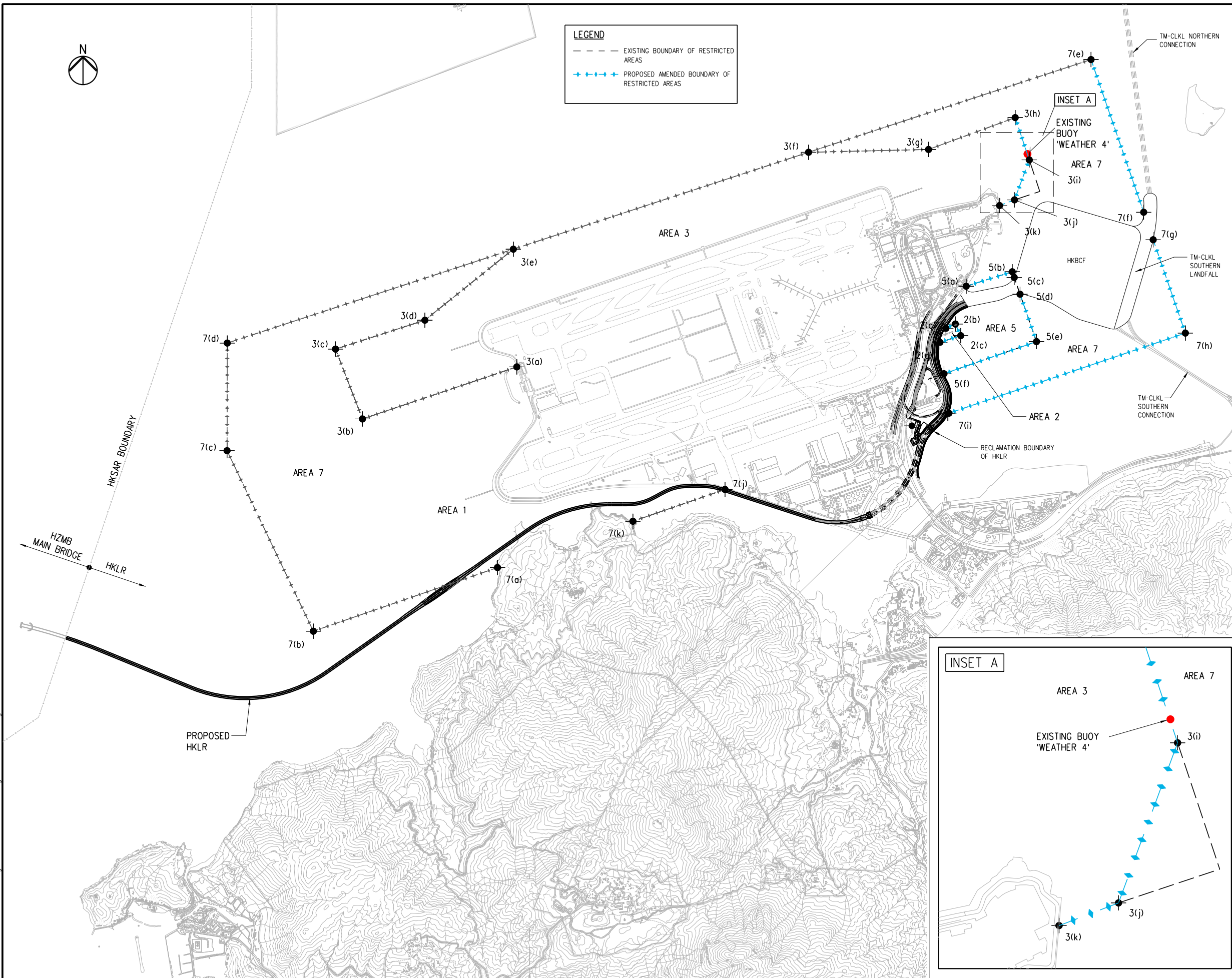
7. Members are invited to note this paper, which will be co-presented by Highways Department and its consultant.

Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office
Highways Department
January 2017

Figure 1



POC Paper No. 1/2017
Figure 2



RESTRICTED AREAS IN THE FIFTH SCHEDULE OF THE SHIPPING AND PORT CONTROL REGULATIONS (CAP 313A)

HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO.	COORDINATES OF THE BOUNDARIES (REPRESENTED BY THE WGS 84)	RESTRICTIONS
2	<p>THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE SHORE AND STRAIGHT LINES JOINING THE FOLLOWING POSITIONS-</p> <p>(a) 22° 18' 37.5" N 113° 56' 23.5" E</p> <p>(b) 22° 18' 39" N 113° 56' 29" E</p> <p>(c) 22° 18' 35" N 113° 56' 31" E</p> <p>(d) 22° 18' 32.7" N 113° 56' 23.5" E</p>	EXCEPT WITH THE PERMISSION OF THE DIRECTOR OF MARINE, NO VESSEL SHALL ENTER OR PASS THROUGH.
3	<p>THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE SHORE AND STRAIGHT LINES JOINING THE FOLLOWING POSITIONS-</p> <p>(a) 22° 18' 24" N 113° 53' 47" E</p> <p>(b) 22° 18' 06" N 113° 52' 50" E</p> <p>(c) 22° 18' 30" N 113° 52' 40" E</p> <p>(d) 22° 18' 40" N 113° 53' 13" E</p> <p>(e) 22° 19' 04.5" N 113° 53' 45.6" E</p> <p>(f) 22° 19' 38" N 113° 53' 34.7" E</p> <p>(g) 22° 19' 39" N 113° 56' 19" E</p> <p>(h) 22° 19' 50" N 113° 56' 51" E</p> <p>(i) 22° 19' 35.5" N 113° 56' 56.2" E</p> <p>(j) 22° 19' 21.7" N 113° 56' 50.8" E</p> <p>(k) 22° 19' 19.8" N 113° 56' 45.3" E</p>	EXCEPT WITH THE PERMISSION OF THE DIRECTOR OF MARINE, NO VESSEL SHALL ENTER OR PASS THROUGH.
5	<p>THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE SHORE AND STRAIGHT LINES JOINING THE FOLLOWING POSITIONS (a) TO (c), AND (d) TO (f)-</p> <p>(a) 22° 18' 52" N 113° 56' 33" E</p> <p>(b) 22° 18' 57" N 113° 56' 50" E</p> <p>(c) 22° 18' 55.7" N 113° 56' 50.7" E</p> <p>(d) 22° 18' 49" N 113° 56' 53.1" E</p> <p>(e) 22° 18' 33" N 113° 56' 59" E</p> <p>(f) 22° 18' 21.9" N 113° 56' 24.8" E</p>	EXCEPT WITH THE PERMISSION OF THE DIRECTOR OF MARINE, NO VESSEL WHICH HAS A HEIGHT EXCEEDING 15 METRES ABOVE SEA LEVEL SHALL ENTER OR PASS THROUGH.
7	<p>THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE SHORE AND STRAIGHT LINES JOINING THE FOLLOWING POSITIONS (a) TO (f), (g) TO (i), AND (j) TO (k)-</p> <p>(a) 22° 17' 15" N 113° 53' 40" E</p> <p>(b) 22° 16' 53" N 113° 52' 32" E</p> <p>(c) 22° 17' 55" N 113° 52' 00" E</p> <p>(d) 22° 18' 32" N 113° 52' 00" E</p> <p>(e) 22° 20' 10" N 113° 57' 19" E</p> <p>(f) 22° 19' 18.5" N 113° 57' 38.1" E</p> <p>(g) 22° 19' 07.4" N 113° 57' 42.3" E</p> <p>(h) 22° 18' 36" N 113° 57' 54" E</p> <p>(i) 22° 18' 08.3" N 113° 56' 26.7" E</p> <p>(j) 22° 17' 42" N 113° 55' 04" E</p> <p>(k) 22° 17' 31" N 113° 54' 30" E</p>	EXCEPT WITH THE PERMISSION OF THE DIRECTOR OF MARINE, NO VESSEL WHICH HAS A HEIGHT EXCEEDING 30 METRES ABOVE SEA LEVEL SHALL ENTER OR PASS THROUGH.

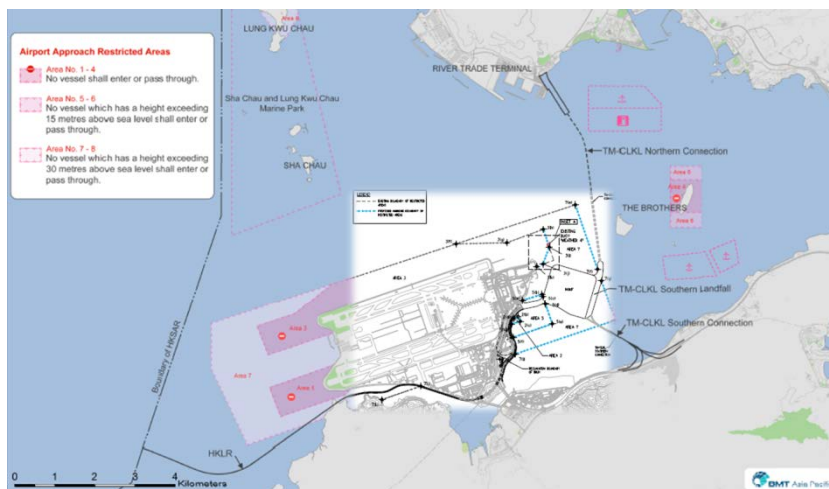
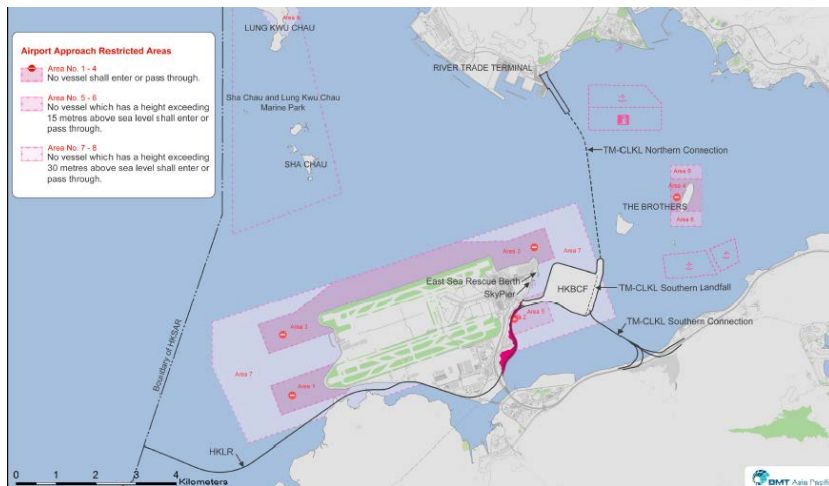
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PORT OPERATIONS COMMITTEE

**Shipping and Port Control Regulations (Cap. 313A)
Amendment of the Fifth Schedule
Restricted Areas around Hong Kong International Airport**

Briefing Notes

- The proposed amendment is to give revised coordinates of Areas 2, 3, 5 and 7 of the Airport Approach Restricted Areas as listed in Schedule 5 of Cap 313A due to Hong Kong–Zhuhai–Macao Bridge (HZMB) related local projects including Hong Kong Link Road, Hong Kong Boundary Crossing Facilities and Tuen Mun – Chek Lap Kok Link.
- The proposed amendment had been circulated to the relevant government departments and bureaux for comments in 2009 and again in 2016.
- The MD consultative committees including the Port Operations Committee had been consulted about the proposed amendment in June 2009 and MD targeted to report the proposed amendment to the MD consultative committees again before the legislation process. The legislative process was targeted to be completed before the commissioning of HZMB.
- For information, the proposed amendment has been reported to members of High Speed Craft Consultative Committee on 15 December 2016 and those of the Local Vessels Advisory Committee on 30 December 2016. The proposed amendment had also been presented at the Marine Management Liaison Meeting of the Third Runway Project on 19 December 2016.
- As the artificial island for the development of Hong Kong Boundary Crossing Facilities (HKBCF) and Tuen Mun–Chek Lap Kok Link (TM-CLKL) Southern Landfall (referred as “*the island*” hereafter) and the strip of land colored in dark pink along the east coast of the Airport Island for the development of Hong Kong Link Road (HKLR) and associated road connection to HKBCF (referred as “*the strip of land*” hereafter) have been formed, parts of the original sea at Areas 2, 5 and 7 of the Airport Approach Restricted Areas have become land and therefore Areas 2, 5 and 7 as listed in Schedule 5 of Cap 313A have been reduced as defined in the proposed revision of the coordinates of Areas 2, 5 and 7. (Please see the two plans below.)



- Setting back of Area 3 to the northwest corner of *the island* is to maintain a vessel access with sufficient width for vessels travelling to and from the existing SkyPier/FSD rescue berth.
- Members of the Port Operations Committee are invited to note the proposed amendment and the target of having the legislative process to be completed before the commissioning of HZMB.

Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office
Highways Department
January 2017