

**PORT OPERATIONS COMMITTEE**

**Installation of Boundary Buoys and Zoning Buoys**  
**for the Proposed Brothers Marine Park**

**PURPOSE**

This Paper aims to brief members on the installation of boundary buoys and zoning buoys for the proposed Brothers Marine Park (BMP).

**BACKGROUND**

2. In October 2009, the Advisory Council on the Environment (ACE) considered and endorsed with conditions the Environmental Impact Assessment (EIA) reports for the Hong Kong-Zhuhai-Macao Bridge (HZMB) related Hong Kong projects. In compliance with the EIA reports and Environmental Permit (EP) conditions set out for the operation and construction of the HZMB's Hong Kong Boundary Crossing Facilities (HKBCF) Project, a new marine park is required to be designated in the areas in the vicinity of The Brothers for the conservation of Chinese White Dolphins (CWD) and enhancement of marine resources.

3. A study on the boundary and management plan as well as drawing up ecological and fisheries enhancement measures for the proposed BMP was commenced in August 2013. The public consultation exercise for the proposed BMP was conducted in two stages in the first quarter of 2014 and in the first quarter of 2015 respectively to collect views from the major stakeholders on the proposal. The comments received in the 2 stages of public consultations were consolidated and used to finalise the proposal of BMP and its management plan. These were presented to the members in previous consultation paper (POC Paper No. 1/15).

4. In October 2015, the Chief Executive in Council has directed, in accordance with section 7(1) of the Marine Parks Ordinance (Cap 476), the Director of Agriculture, Fisheries and Conservation to prepare a draft map showing the proposed BMP, to commence the statutory procedure for marine park designation. With support from the Country and Marine Parks Board in October 2015, the Government published in the gazette on 12 February 2016 a notice about the draft map of the proposed Brothers Marine Park in accordance with the Marine Parks Ordinance, with an aim to completing the statutory procedure for marine park designation by the end of 2016. The boundary and zoning plan of the proposed BMP are shown in **Figure 1**.

### **PROPOSAL FOR THE DEPLOYMENT OF MARINE PARK BOUNDARY BUOYS**

5. Activities inside marine parks shall comply with the Marine Parks Ordinance (Cap. 476) and the Marine Parks and Marine Reserves Regulation (Cap. 476A). Major regulations related to marine users and fishermen include 10-knot vessels speed limit, prohibition of any activities causing nuisance to marine water and marine lives, and control of fishing, etc. During the public consultations, some consulted groups in particular fishermen strongly requested that buoys should be deployed to clearly demarcate the boundary of marine park in the sea to prompt them on the enforcement of restrictions and regulations under Cap. 476 and Cap. 476A within the demarcated area. Therefore boundary buoys and zoning marker buoys are essential for the management of the proposed marine park in order to let the park users, in particular fishermen operating in small fishing sampans which do not possess navigation aids, such as GPS onboard to recognize the park boundary.

6. The northern boundary of BMP coincides with the northern boundary of Hong Kong International Airport Approach Area (HKIAAA) No.4 at Siu Mo To. There are two existing lighted buoys, namely “Siu Mo To NE” FI(3)Y.6s and “Siu Mo To NW” FI.Y.6s (**Photo A**) for the demarcation of HKIAAA No.4. To avoid deploying extra buoys unnecessarily in the area and taking into account of the frequent marine traffic in Urmston Road, it is suggested sharing the two existing light buoys for the demarcation of both HKIAAA No.4 and BMP. Meetings with representatives of Civil Aviation Department (CAD) and Marine Department (MD) were carried out on 14 and 16 October 2015 respectively. It was agreed to share the existing lighted buoys “Siu Mo To NE” and “Siu

Mo To NW” to demarcate the northern boundary of BMP. As a result, only 5 additional lighted boundary buoys are suggested to be installed at the corners of BMP for the demarcation of BMP boundary. The boundary of BMP and the proposed locations of the boundary buoys are presented on nautical chart in **Figure 2**.

## **PROPOSAL FOR THE DEPLOYMENT OF ZONING MARKER BUOYS**

7. The management plan of BMP is similar to the management plans for the existing marine parks in Hong Kong. There are two zones demarcated in BMP, namely Core Area and Mooring Sites, as shown in **Figure 1**. According to the recent fisheries resources survey for this project, the waters around Siu Mo To support relatively high abundance and biomass of fish resources. A Core Area will be demarcated to provide protection to the prey sources of CWD and the fisheries resources therein. Fishing activities will not be permitted within the Core Area. The Core Area overlaps with the existing Hong Kong International Airport Approach Area (HKIAAA) No. 4 and the southern half of HKIAAA No.6. Under the Shipping and Port Control Regulations (Cap. 313A) and Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), no vessel is allowed to enter HKIAAA No. 4 except with permit and no vessel of a height exceeding 15m above sea level is allowed to enter HKIAAA No. 6.

8. On the same basis as BMP boundary buoys, the Core Area needs to be demarcated by buoys to assist fishermen to be aware of the no-fishing area. Clear demarcation of Core Area was also strongly suggested by fishermen organisations. A typical Core Area buoy deployed by AFCD is shown in **Photo B**. Given the wave conditions in the waters around The Brothers are more exposed, similar design but more robust buoys would be considered to demarcate the Core Area. As mentioned above, the northern-most corners are already demarcated by the existing lighted buoys “Siu Mo To NE” and “Siu Mo To NW”. As a result, only two additional marker buoys are proposed to be deployed at the southern-most corners of the Core Area. Such an arrangement has been discussed and supported by MD and CAD. The locations of Core Area and the proposed two additional marker buoys are presented on nautical chart in **Figure 2**.

## **MOORING SITES**

9. Two Mooring Sites, which coincide with the two existing Sham Shui Kok Anchorages No. 1 and 2, will be demarcated in the BMP (see **Figure 1**). Mooring or anchoring of vessels within the two Mooring Sites will be allowed without prior permission from the Authority. In view of the passage and usage of ocean-going vessels to and within the Mooring Sites, no marker buoys will be deployed for the Mooring Sites.

## **MAINTENANCE OF BUOYS**

10. Similar to the boundary buoys of existing marine parks, annual maintenance works for the lighted boundary buoys will be carried out by MD, whilst, the zoning marker buoys will be maintained by AFCD after deployment.

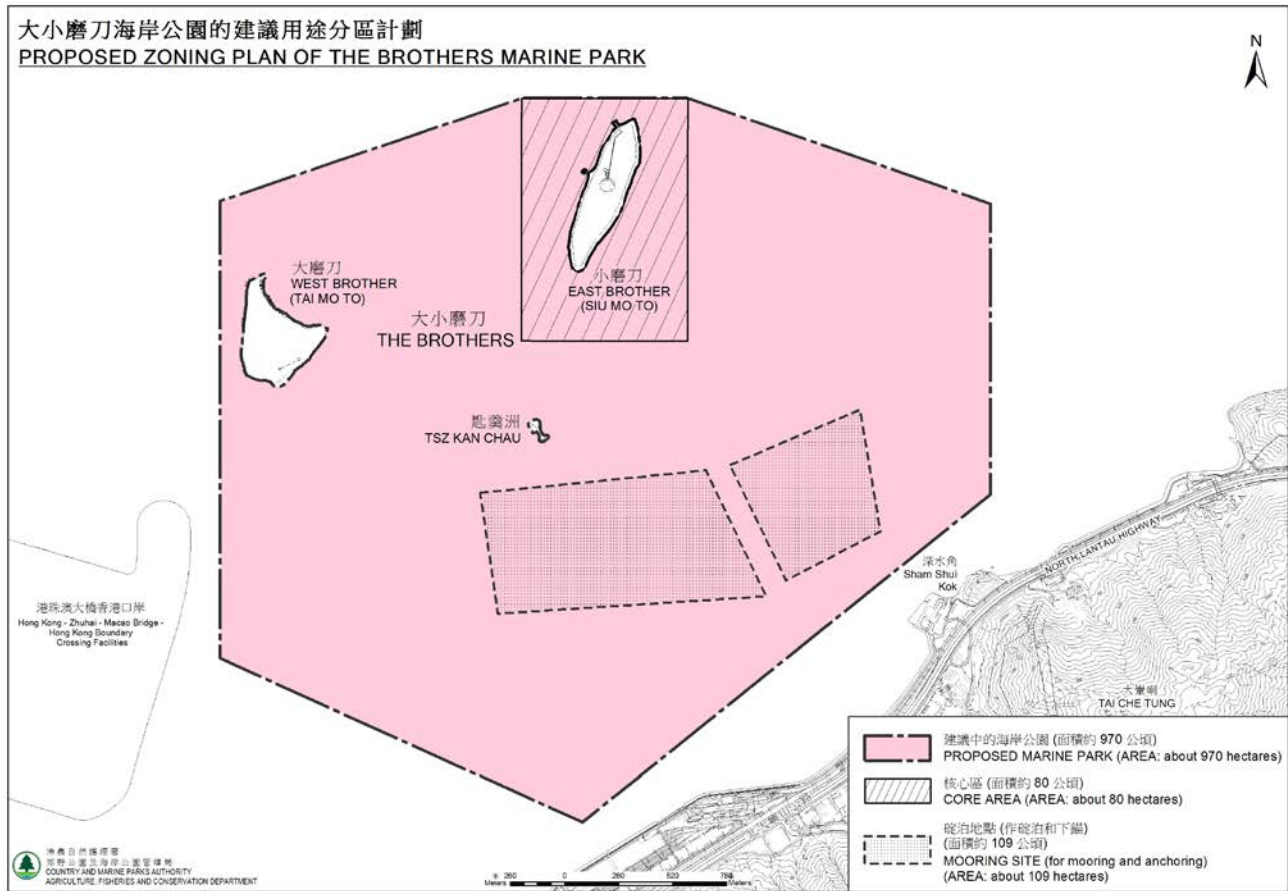
## **ADVICE SOUGHT**

11. Members' comments and support are sought with regards to the proposed deployment of boundary buoys and zoning marker buoys at BMP.

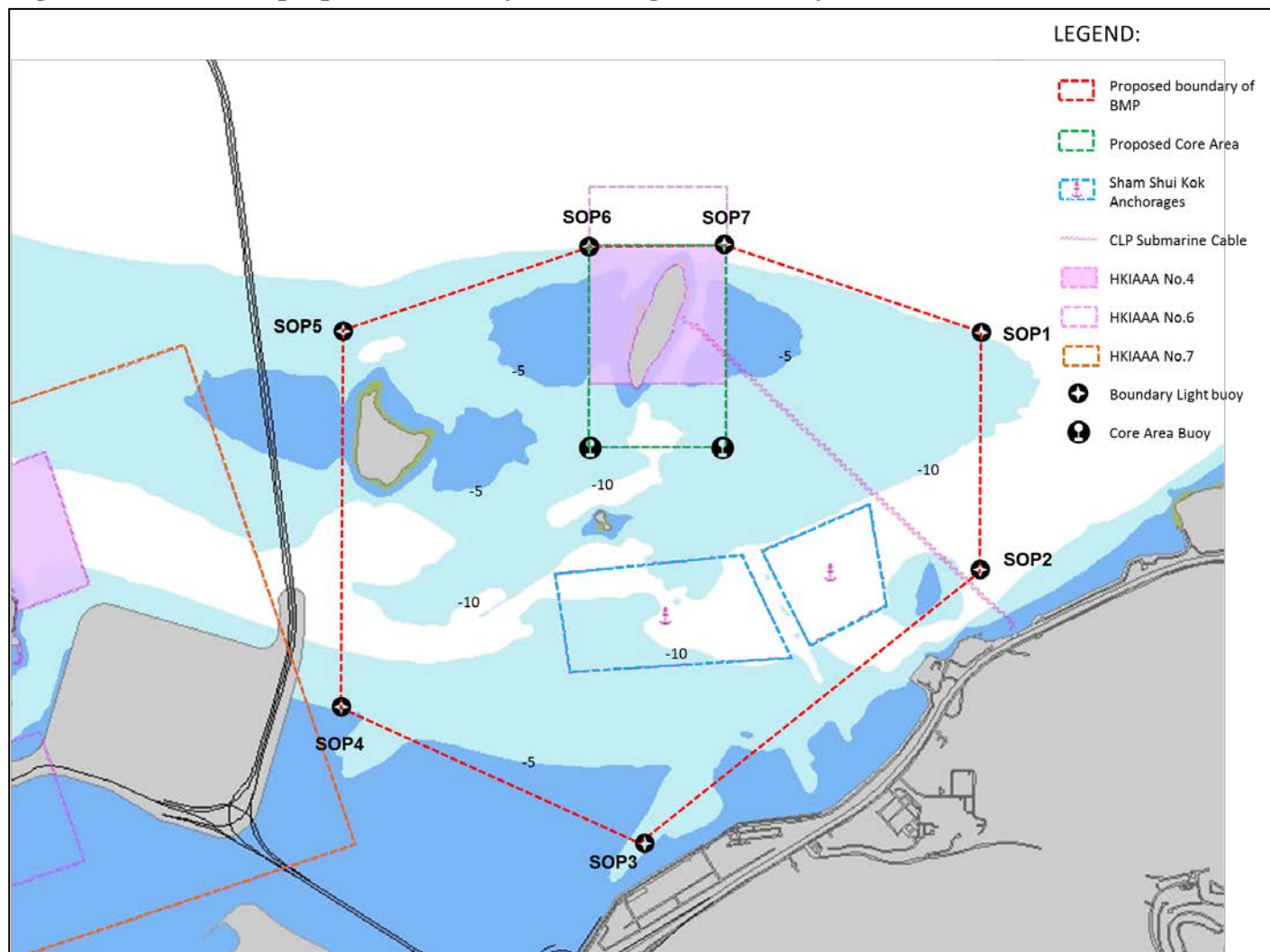
**Agriculture, Fisheries and Conservation Department**

**March 2016**

**Figure 1 Proposed Zoning Plan of The Brothers Marine Park**



**Figure 2 Locations of proposed boundary and zoning marker buoys at The Brothers Marine Park**



**Photo A: Existing lighted buoys, “Siu Mo To NE” (left) and “Siu Mo To NW” (right)**



**Photo B: Core Area buoys**

