

## **Optimising Port Layout: Proposals on Rearrangement of Port Facilities South of Lamma Island and Establishment of Hei Ling Chau Dangerous Goods Anchorage**

### **Purpose**

This paper aims to brief Members of the Traffic and Transport Committee under the Islands District Council on the proposed rearrangement of port facilities to accommodate berthing of green maritime fuel bunkering barges, while outlining adjustments to anchorages, designated bunkering areas (DBAs) and other improvement proposals, as well as seeking support from Members on the proposals.

### **Background**

2. Driven by the Net-Zero Framework proposed by the International Maritime Organization (IMO), as an IMO Associate Member, Hong Kong will align with IMO's target of achieving net-zero carbon emissions from international shipping by or around 2050. The Chief Executive announced in his 2024 Policy Address measures to develop Hong Kong into a green maritime centre, which includes offering incentives to encourage the usage of green maritime fuel, co-operating with ports in the Greater Bay Area and constructing a green shipping corridor with major trading partners. The Transport and Logistics Bureau, in collaboration with the Environment and Ecology Bureau, promulgated the Action Plan on Green Maritime Fuel Bunkering in November 2024, aiming to promote the development of Hong Kong into a high-quality green maritime fuel bunkering centre, encourage and drive the industry to provide green maritime fuel bunkering services as well as supporting the green transformation of the maritime sector.

3. The local maritime industry also anticipates that there will be green maritime fuel bunkering vessels commencing operation in 2026/27. The Marine

Department (MD) foresees that there will be an increasing number of ocean-going vessels powered by green maritime fuels visiting Hong Kong in the future, necessitating bunkering operations at anchorages and terminals. To encourage and motivate the provision of green maritime fuel bunkering services by the industry, while taking into account that the existing anchorages within Hong Kong waters are approaching saturation and could not meet the future demands, particularly given that green maritime fuels are generally having a lower energy density than conventional fossil fuels, the required bunkering vessels will be significantly larger in size, especially in length, than the existing oil bunkering vessels. MD therefore deems it necessary to conduct reassessment of the current port facility layout and puts forward the following proposals to adjust the anchorage arrangements, thereby promoting and supporting the long-term development of green maritime fuel bunkering in Hong Kong.

## **Proposals on Optimising Port Layout**

### Proposal: Re-planning of Anchorages<sup>1</sup>

4. With reference to the results of the Marine Traffic Impact Assessment (MTIA) and Quantitative Risk Assessment (QRA), as well as reassessment of the port facility layout, it is now proposed to amend the relevant legislations to rearrange the port facilities as follows:

- (a) Re-planning the port facilities located at Kellett Bank and south of Lamma Island, including:
  - (i) adjusting the boundaries of the Western Quarantine and Immigration Anchorage, Western Dangerous Goods Anchorage, Kellett Anchorage No. 1, Kellett Anchorage No. 2 and Kellett Anchorage No. 3, and establishing a new Kellett Dangerous Goods Anchorage No. 1 and a new Kellett Dangerous Goods Anchorage No. 2; and

---

<sup>1</sup> The required legislative amendments under the Proposal involve the Pilotage Ordinance (Cap. 84), the Immigration (Anchorages and Landing Places) Order (Cap. 115C), the Dangerous Goods (Shipping) Regulation 2012 (Cap. 295F), the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F).

- (ii) adjusting the boundaries of the South-east Lamma Anchorage, South-west Lamma Anchorage, South Lamma Dangerous Goods Anchorage and South Cheung Chau Anchorage, and establishing a new East Lamma Anchorage and a new Ha Mei Wan Anchorage.

The proposed port facility layout at Kellett Bank and south of Lamma Island is set out at **Annex 1**.

(b) Following the re-planning, bunkering vessels supplying different types of fuel may berth at the following dangerous goods anchorages in different locations:

- Methanol, liquefied natural gas and traditional fuels: Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2; and
- Methanol, liquefied natural gas, ammonia and traditional fuels: South-east Lamma Dangerous Goods Anchorage and South Cheung Chau Anchorage.

(c) Amending the existing recommended Traffic Separation Scheme (TSS) located at Kau Yi Chau and south of Fan Lau, passing through the waters north of Cheung Chau, as statutory local TSS (Adamasta TSS and Fan Lau TSS), to clarify the applicable navigational and operational rules for enhancing the regulation of marine traffic and navigational safety. Ship operators and coxswains must comply with the requirements of Rule 10 – Traffic Separation Schemes of the International Regulations for Preventing Collisions at Sea, 1972 when engaged in local TSS.

(d) Establishing a new Hei Ling Chau Dangerous Goods Anchorage, allowing vessels carrying Class 1 dangerous goods specified under the International Maritime Dangerous Goods Code or dangerous goods specified in Schedule 1 of the Dangerous Goods (Application and Exemption) Regulation 2012 (Cap. 295E) to anchor and load/unload cargo there to facilitate the operation of the Kau Shat

Wan Explosives Depot. The proposed local TSS and Hei Ling Chau Dangerous Goods Anchorage are set out at **Annex 2**.

(e) Revoking the designation of the Tsuen Wan Dangerous Goods Anchorage and Cheung Sha Wan DBA, and re-planning the waters off Yau Ma Tei and Stonecutters Island to provide berthing for affected vessels. The proposed rearrangement of anchorages and DBAs in Yau Ma Tei and Cheung Sha Wan is set out at **Annex 3**.

(f) Converting the Rocky Harbour Dangerous Goods Anchorage, Mirs Bay Dangerous Goods Anchorage, and Urmston Road Anchorage into multi-purpose anchorages to accommodate berthing of more ocean-going vessels visiting Hong Kong for various purposes and increase flexibility to port operations. The proposed Rocky Harbour Anchorage is set out at **Annex 4**.

5. The MTIA and QRA for evaluating the risk levels of accommodating green maritime fuel bunkering vessels at various anchorages have been completed. According to the Hong Kong Risk Guidelines, the individual risk and societal risk associated with the proposed Kellett Dangerous Goods Anchorage No. 1 and Kellett Dangerous Goods Anchorage No. 2 when anchored with bunkering vessels carrying methanol, liquefied natural gas, ammonia and traditional fossil fuel fall into the “as low as reasonably practicable” level, while the individual risk and societal risk associated with the proposed South-east Lamma Dangerous Goods Anchorage when anchored with bunkering vessels carrying methanol, liquefied natural gas, ammonia and traditional fossil fuel are within the “acceptable” level.

6. In view of the rearrangement of port facilities, certain aids to navigation, such as “Yau Ma Tei 1” beacon, will also require corresponding adjustments.

### **Major Impact on Islands District**

7. The major impact of the proposal on Islands District includes:

- i. the re-planning of the port facilities south of Lamma Island, including the adjustment to the boundaries of the existing anchorages, and establishing a new East Lamma Anchorage and a new Ha Mei Wan Anchorage;
- ii. the amendment to the existing recommended TSS located at Kau Yi Chau and south of Fan Lau, passing through the waters north of Cheung Chau, as a statutory local TSS; and
- iii. the establishment of a new Hei Ling Chau Dangerous Goods Anchorage available for use by vessels carrying Class 1 Dangerous Goods (explosives) to facilitate the operation of the Kau Shat Wan Explosives Depot.

8. The re-planning of port facilities south of Lamma Island and the transition from the existing recommended TSS to a statutory local TSS mainly involve the expansion of berthing space and enhancing marine traffic control and navigational safety. The concerned anchorages are distant from residential areas, and MD would always exercise due consideration, taking into account multiple factors, such as vessels' draft, water depth in the relevant areas and weather conditions, before assigning any anchorage to ocean-going vessels. MD therefore believes that the above proposal on optimising the port layout would not result in any adverse impact on the residents of Islands District.

9. The newly established Hei Ling Chau Dangerous Goods Anchorage primarily facilitates the operation of the Kau Shat Wan Government Explosives Depot. MD had assessed based on the relevant data that there were only nine assignment records made by the Vessel Traffic Centre from January 2024 to August 2025, with the vast majority of vessels berthing for less than one day. It is therefore anticipated that the actual number and duration of vessels berthing in the future will be very limited. In view of the existing control and notification systems for dangerous goods transportation by MD, we consider that the establishment of the Hei Ling Chau Dangerous Goods Anchorage will not bring any adverse impact on marine traffic safety or the daily commuting of the residents of Islands District.

## **Consultation**

10. MD conducted extensive consultations with various sectors of marine industries and the relevant port stakeholders on the above proposals in September and October this year, and refined the proposals after incorporating their feedback. The proposals were then formally submitted for consultation to the Pilotage Advisory Committee, the Port Operations Committee, the Local Vessels Advisory Committee and the High Speed Craft Consultative Committee. The above maritime advisory committees have expressed support for the proposals. MD has also received feedback from fishermen's representatives expressing concerns that the establishment of new anchorages will reduce the fishing areas within Hong Kong waters. MD has explained to the fishermen's representatives that the purpose of setting up new anchorages is to promote and support the long-term development of green maritime fuel bunkering in Hong Kong. Without compromising navigational safety and port operations, fishing vessels may conduct fishing activities at anchorages.

## **Way Forward**

11. After consulting the concerned District Councils, we plan to consult the relevant Panel of the next Legislative Council in the first half of 2026 and implement the above proposals in accordance with the legislative amendment procedures, with the aim of completing the necessary legislative work within 2026.

## **Advice Sought**

12. Members are invited to provide comments and give endorsement to the above proposals.

**Marine Department**  
**December 2025**