

(Translation)

Islands District Council
Minutes of Special Meeting of Traffic and Transport Committee

Date : 17 December 2025 (Wednesday)

Time : 2:30 p.m.

Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping, MH

Vice-Chairman

Mr YIP Pui-kei

Members

Mr HO Siu-kei

Mr HO Chun-fai

Mr YU Hon-kwan, MH, JP

Mr NG Man-kit

Mr CHOW Yuen-kuk, Jonathan

Mr HUI Chun-lung, MH

Ms KWOK Wai-man, Mealoha

Mr WAN Yeung-kin

Mr WONG Man-hon, MH

Mr LAU Chin-pang

Ms LAU Suk-han

Ms LAU Shun-ting

Mr LUO Chenghuan, MH

Attendance by Invitation

Mr LAW Lap-keung

Assistant Director/Planning & Services,
Marine Department

Mr POON Ka-tik

Senior Marine Officer/Planning and Development (2),
Marine Department

Mr TONG Tung-hin, Derek

Administrative Officer (Policy Support),
Marine Department

Ms KWAN Mei-ki, Tina

Senior Assistant Shipping Master/South,
Marine Department

In Attendance

Mr MOK Mong-chan

Assistant District Officer (Islands)1,
Islands District Office

Secretary

Ms SZE Hei-man, Annie

Executive Officer (District Council)3,
Islands District Office

Absent with Apology

Mr TSANG Chiu-yuk, Ray

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**Welcoming Remarks**

The Chairman welcomed Members and representatives of government departments to the meeting.

2. In accordance with the Islands District Council Standing Orders, the Committee did not agree to accept the application for absence from the meeting submitted by Mr TSANG Chiu-yuk, Ray.

I. Optimising Port Layout: Proposals on Rearrangement of Port Facilities South of Lamma Island and Establishment of Hei Ling Chau Dangerous Goods Anchorage (T&TC Paper No. 32/2025)

3. The Chairman welcomed Mr LAW Lap-keung, Assistant Director/Planning & Services, Mr POON Ka-tik, Senior Marine Officer/Planning and Development (2), Mr TONG Tung-hin, Derek, Administrative Officer (Policy Support) and Ms KWAN Mei-ki, Tina, Senior Assistant Shipping Master/South of the Marine Department (MD) to the meeting to present the paper.

4. Mr LAW Lap-keung briefly presented the paper as follows:

- (a) The International Maritime Organization (IMO) Net-Zero Framework aimed to facilitate the maritime industry in achieving the objective of net-zero carbon emissions by 2050. To dovetail with the target of the aforementioned framework, the Chief Executive announced in the 2024 Policy Address that Hong Kong would be developed into a green maritime centre. To this end, the Government planned to provide incentives to encourage vessels to use green fuels. In addition, the Transport and Logistics Bureau, in collaboration with the Environment and Ecology Bureau, had formulated the Action Plan on Green Maritime

Fuel Bunkering, which covered various measures to assist the maritime industry in achieving carbon neutrality, including port rezoning.

- (b) Conventional maritime fuels, such as heavy fuel oil commonly used by seagoing vessels, were fossil fuels and would cause serious pollution in the event of leakage. Green maritime fuels, such as liquefied natural gas, green methanol, hydrogen and ammonia, would help achieve carbon neutrality because their production processes would not give rise to carbon emissions. Moreover, even in the event of accidental leakage of green maritime fuels, the pollution would be relatively less severe.
- (c) The energy density of green maritime fuels was lower than that of conventional maritime fuels. In other words, green maritime fuels produced less energy than conventional maritime fuels of the same tonne. Therefore, to provide sufficient endurance, the barges for green maritime fuel bunkering had to be larger than the barges for conventional maritime fuels. In this regard, the MD deemed it necessary to replan the port layouts to dovetail with the arrangements for the anchoring and sheltering of barges for green maritime fuel bunkering in Hong Kong. In addition, given Hong Kong's advantageous geographical location, many vessels from South China visited Hong Kong for fuel bunkering. Hence, the replanning of port layouts and the rearrangement of anchorages would not only attract more barges for green maritime fuel bunkering to operate in Hong Kong, but also provide larger anchoring spaces for vessels passing through Hong Kong for green fuel bunkering.
- (d) An "anchorage" referred to a designated area for anchoring of vessels without involving any structures. The Vessel Traffic Centre would closely monitor the navigation of vessels to prevent vessel deviation.

5. Mr POON Ka-tik briefly presented the paper with the aid of PowerPoint slides.

6. The Chairman said that the MD had briefed her and the Vice-Chairman on the paper before this special meeting. As the captioned matter involved the waters near the islands in the district, she and the Vice-Chairman believed that the rural committees (RCs) were important stakeholders and had thus reminded the MD to consult the relevant RCs on the captioned matter.

7. Members expressed their views as follows:

- (a) The Cheung Chau RC and the Lamma Island (North) RC had not received any information on the captioned matter prior to the receipt of the notice of meeting. Some residents in Cheung Chau said that the MD had held two meetings in Cheung Chau, but the Cheung Chau RC had not been invited to the meetings. As the RC had not obtained the

relevant information, it was unable to answer the residents' enquiries. Members said that the Cheung Chau RC was composed of the chairmen or members of kai-fong associations as well as the representatives of clansmen associations, including the representatives of fishermen groups, for which it was an important stakeholder of the captioned matter.

- (b) The MD had not consulted all fishermen, including those who fished by small craft fishing boats and those engaged in inshore fishing, on the captioned matter. As a result, some fishermen had no knowledge of the captioned matter.
- (c) Information on the policies of rural areas should be disseminated to residents through the RCs. Therefore, Members considered it unsatisfactory that the MD had not consulted the RCs on the captioned matter promptly.
- (d) The title of the captioned paper clearly indicated that the relevant measures involved the port located at south of Lamma Island. Members did not understand why the MD had not consulted the RCs of Lamma Island in advance, and they considered that the MD's consultation work was incomprehensive.
- (e) Since the RCs were important stakeholders in the district, Members considered that the MD should consult them and provide the stakeholders, including the village heads and the representatives of fishermen, with detailed and clear explanations, such as the ways how the relevant measures would promote the development of Hong Kong, the contingency measures for emergency incidents, as well as the impact on the livelihood of the nearby fishermen, with a view to dispelling the concerns of various stakeholders.
- (f) Sham Wan on Lamma Island was the nesting site for green turtles. Some environmentalists were concerned about the impact of the measures on the site. As the MD had not consulted the relevant RCs before the meeting, Members were unable to answer the environmentalists' enquiries on the relevant matter.
- (g) Members enquired with the MD about the process of consultation conducted before the meeting, the stakeholders consulted (e.g. whether the fishermen groups in Tai O were included), and whether the consultation had covered the environmental impacts.

8. The Chairman noticed that the anchorages proposed for rearrangement as mentioned in the captioned paper were located at the waters near Kau Yi Chau. She therefore suggested that the MD should consider consulting the relevant RCs, such as the Tai O RC and the Peng Chau RC.

9. Mr LAW Lap-keung gave a consolidated response as follows:

- (a) The MD apologised for not consulting the RCs in advance, and emphasised that it was pleased to maintain communication with the industry and residents.
- (b) The MD had consulted different stakeholders of the maritime industry before the meeting, including fishermen, cruise and ferry companies, operators of container terminals and ferry piers, the Hong Kong Pilots Association Limited and operators of river trade vessels. In addition, the captioned proposals had been endorsed by the MD's Local Vessels Advisory Committee whose members comprised representatives of fishermen, as well as operators of ferries, work boats and excursion vessels, etc.
- (c) The changes proposed in the captioned paper mainly covered the central waters with port operations, namely Kellett Bank and the waters between Tsuen Wan District and Kwai Tsing District, thereby having no impact on the waters near Kau Yi Chau.
- (d) The MD's objective in providing the Traffic Separation Schemes (TSSs) was to designate fairways for vessels to avoid collision accidents. In view of the large number of vessels travelling between Hong Kong and Macau as well as outlying island ferries at Kau Yi Chau and south of Fan Lau, passing through the waters north of Cheung Chau at present, the Department suggested that the existing Recommended TSSs, with which vessels might comply on a voluntary basis, should be made statutory as Local TSSs, in order to enhance marine traffic control and ensure navigation safety.
- (e) The establishment of the Hei Ling Chau Dangerous Goods Anchorage mainly aimed to dovetail with the operation of the Kau Shat Wan Explosives Depot. According to the statistics, there were nine occasions of deposit of explosives, with the majority being fireworks, at the Hei Ling Chau Dangerous Goods Anchorage over a period of one and a half years. Imported fireworks would be loaded and unloaded at the aforementioned anchorage for delivery to the Kau Shat Wan Explosives Depot by vessels. Explosives delivered to such explosives depot would be properly packed in accordance with the International Maritime Dangerous Goods Code of the IMO and their safe loading and unloading would be ensured.
- (f) The MD had held more than 20 consultation meetings for the relevant stakeholders and secured the support of several relevant District Councils (DCs) the week before. The MD was pleased to visit the various RCs in the district for consultation and explain the content of the

captioned paper to the stakeholders in detail.

10. Members expressed their views as follows:

- (a) Members supported the Government's introduction of policies which helped protect the environment. However, they disapproved of the MD's approach of not consulting the Cheung Chau RC and the Lamma Island RCs promptly.
- (b) Many vessels might anchor at the anchorages proposed by the MD in the future, which would affect fishermen's operations. In addition, given that the proposals concerned the safety of maritime navigation and adjustments to some existing arrangements, Members considered it necessary for the MD to notify them and the RCs in the district promptly. They also suggested that the MD should give detailed explanations to the local stakeholders through the RCs after the meeting to allay public concerns.
- (c) Members thanked the MD for consulting multiple industry representatives on the captioned matter, but noted that its consultation work was still not comprehensive enough. Moreover, residents enquired with Members about district affairs from time to time, but the MD failed to seek the views of the RCs and Members in advance this time, rendering Members unable to provide relevant information to residents and respond to their enquiries properly.
- (d) Members raised various questions on the captioned paper to the MD, including whether the Department would carry out any environmental impact assessment for the proposals concerned and the relevant procedures; measures in response to marine accidents (e.g. fuel leakage); the actual uses of multi-purpose anchorages; the reasons for relocating the Rocky Harbour Dangerous Goods Anchorage and the Mirs Bay Dangerous Goods Anchorage to the waters south of Lamma Island; as well as the actual meanings of "acceptable" (individual risk) and "as low as reasonably practicable level" (societal risk) in a quantitative risk assessment.
- (e) As the office of the Chairman of the Lamma Island (South) RC had remained vacant since the death of the former Chairman due to illness in late September 2025, the relevant affairs were handled by the Vice-Chairman for the time being. If the MD planned to consult the Lamma Island (North) RC and the Lamma Island (South) RC after the meeting, the former would be pleased to facilitate the communication between the Department and the Lamma Island (South) RC.
- (f) The MD should explain to the residents in detail after the meeting why the captioned proposals would not create an adverse impact on them,

and whether it would adopt compensatory measures accordingly.

- (g) Members asked the MD about the estimated number and sizes of vessels which would use the anchorages. They also suggested that the Department should indicate the estimated scale of anchoring on the aerial photographs in the slides to give members of the public a clear understanding of the actual situation after the implementation of the proposals.
- (h) Members asked the MD which DCs it had consulted and given it support. In addition, Members were aware that the potential impact of the proposals concerned on the Islands District was the most significant.
- (i) The MD had neither fully consulted Members and local stakeholders nor given clear and detailed explanations on the content of the captioned paper. Members were thus unable to express support for the proposals at this meeting.

11. Mr LAW Lap-keung gave a consolidated response as follows:

- (a) The MD was very pleased to maintain communication with the industry and residents, and apologised again for failing to consult the RCs in advance.
- (b) The MD had amended the captioned proposals several times based on the views collected from the consultation meetings held earlier. In fact, the current proposals were not the final ones and the Department would consider making appropriate adjustments based on the views of Members and local stakeholders.
- (c) As the management of cargo working areas and the handling of marine oil pollution fell under the purview of the MD, the Department was highly concerned about the proposed plans and the risk of marine oil spill. In this regard, it had drawn up comprehensive contingency plans in response to the relevant accidents.
- (d) Vessels carrying dangerous goods should load, unload and deposit dangerous goods in accordance with the International Maritime Dangerous Goods Code promulgated by the IMO. The MD had also set up a dedicated section responsible for handling dangerous goods. In addition, vessels carrying dangerous goods could only anchor at dangerous goods anchorages, and an appropriate distance must be maintained between vessels carrying different types of dangerous goods. For example, only vessels carrying fireworks were allowed to use the Hei Ling Chau Dangerous Goods Anchorage, while only those carrying fuels were allowed to use the dangerous goods anchorages at the vicinity of Kellett Bank.

- (e) The MD had commissioned a consultant to carry out a quantitative risk assessment to evaluate the potential impact of the proposals on the health and safety of the nearby residents. Because of the stringent safety standards of vessels, the areas affected by potential accidents could be effectively minimised. In addition, the Department would ensure that vessels were kept separated at an appropriate distance and that the anchorages were situated at a certain distance from residential areas. These measures would help reduce the overall risk.
- (f) The anchorages were open to vessels for replenishment or waiting for berthing at terminals to load or unload goods. At present, there were three anchorages south of Lamma Island. The one in the middle was a dangerous goods anchorage for the exclusive use by vessels carrying fuels, where vessels could engage in fuel bunkering operations there. Apart from the above anchorage, vessels could also engage in fuel bunkering operations at the shores and other anchorages in the ports, but they must comply with relevant regulations and standards during fuel bunkering.
- (g) Multi-purpose anchorages were open to various types of vessels, which helped enhance the flexibility of port operations. If dangerous goods were to be handled at a multi-purpose anchorage, the MD would carry out a quantitative risk assessment and approve the relevant arrangement only on the condition that no safety threat would be posed to the nearby residents based on the assessment results.

12. Mr POON Ka-tik provided supplementary information as follows:

- (a) The MD had consulted a total of seven DCs on the captioned matter, including the Islands, Kwai Tsing, Tsuen Wan, Sham Shui Po, Tuen Mun, Sai Kung and Tai Po DCs. Among them, the Sai Kung and Tai Po DCs were consulted by circulation of paper.
- (b) Regarding Members' enquiries about the use of anchorages by vessels, the required information was as follows: the number of vessel calling the three anchorages south of Lamma Island between 2016 and 2018 was about 6 500; about 7 800 in 2019, about 6 000 in 2020; dropped to about 2 900 in 2021; and continuously increased to about 8 000 between 2023 and 2025. The decrease in the number of vessel calls between 2021 and 2022 was mainly due to the pandemic and the relevant compulsory quarantine restrictions back then.

13. The Chairman said that since Members considered that the MD had not conducted full consultation on the captioned proposals, she suggested that the MD should consult the RCs in the district after the meeting, after which Members would vote on whether or not to support the proposals by circulation of paper or at a meeting.



14. Mr LAW Lap-keung agreed with the Chairman's suggestion.
15. Members expressed their views as follows:
- (a) As the impact created by the captioned proposals would vary from district to district, the views of other DCs might not be directly applicable to the Islands District. Under the new arrangement, the existing Tsuen Wan Dangerous Goods Anchorage would be relocated away from the residential area, while the arrangement in Tuen Mun District would not affect the local residents. Therefore, the Tsuen Wan DC and Tuen Mun DC supporting the captioned proposals had been expected, and the situation faced by the Islands District could not be compared with that of the two districts.
  - (b) Members asked the MD whether, under the new arrangement, the vessels previously anchoring at the Tsuen Wan Dangerous Goods Anchorage would anchor at the Kellett Dangerous Goods Anchorage Nos. 1 and 2, the Dangerous Goods Anchorage south of Lamma Island, as well as the Hei Ling Chau Dangerous Goods Anchorage instead. In addition, Members expressed concern on the sheltering arrangements for vessels and the risk assessment results on the use of the new anchorages.
16. The Chairman summarised as follows:
- (a) Each RC could decide on its own whether it required the MD to hold a consultation meeting for it. In this regard, she asked the Secretariat to gather the preferences of the RCs after the meeting and forward the information collected to the MD for direct follow-up.  
  
(Post-meeting note: The Secretariat forwarded the preferences and contact details of various RCs to the MD for follow-up on 23 December 2025.)
  - (b) Following the MD's extensive consultations with members of the local communities through the RCs, the Secretariat would invite Members to vote on whether or not to support the captioned proposals by circulation of paper or at a meeting.  
  
(Post-meeting note: The MD would visit various RCs, namely the Mui Wo, Peng Chau, Tung Chung, Tai O, Cheung Chau, Lamma Island (North) and Lamma Island (South) RCs, between late January and early February 2026 to consult them on the issue concerned. In addition, after the completion of the above consultations, the MD would solicit the support of the Traffic and Transport Committee of the Islands District for the captioned issue again by circulation of paper.)

II. Date of Next Meeting

17. There being no other business, the meeting was adjourned at 3:40 p.m. The next meeting would be held at 2:30 p.m. on 10 February 2026 (Tuesday).

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