Relevant Extract of Supplementary Information provided by AAHK
on 4 November 2016 (Pursuant to 216th ACE meeting on 5 September 2016)

Expansion of Hong Kong International Airport into a Three-Runway System
Report on the Effectiveness of the Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (SkyPier Plan) on Chinese White Dolphins (CWD) and the Coral Translocation Plan

Supplementary Information

Pursuant to the ACE meeting held on 5 September 2016 and in response to ACE's request for the supplementary information on 22 September 2016, the Airport Authority Hong Kong (AAHK) hereby presents our reply. Upon the collection of 12-month CWD monitoring data by December 2016, a review of the CWD distribution and abundance within the western Hong Kong waters and the effectiveness of the SkyPier Plan on CWD will be conducted with the consideration of seasonal variation. AAHK will report to the ACE on the findings in early 2017.

(a) SkyPier Plan

(i) provide further record of the speed of High Speed Ferries (HSFs) of SkyPier covering the last 6 months of the SkyPier Plan implementation period, including instantaneous speed, so as to reflect more details and show more clearly the speed profiles of the HSFs travelling within the Speed Control Zone;

Responses:

Based on the 3RS EIA findings, the number of diverted SkyPier HSFs to Urmston Road would constitute only approximately 6% (34 / (540+34) as shown in Table 1) of the total daily marine traffic in Urmston Road. The numbers that generate the 6% estimate are from Table 2 of Appendix 13.13 of the EIA Report and shown in Table 1 below.

Table 1: Daily Average of High-Speed Ferries and Total Marine Traffic in Year 2011 and Projection to Year 2030

Total Marine Traffic	Year	Daily Average (High-Speed Ferries)		Daily Average (Total Marine Traffic)
		SkyPier	Non-SkyPier	
(i) via South of Sha Chau				
	2011	34	24	Approx. 230
	2021	Approx. 45	Approx. 30	NA
	2030	Approx. 50	Approx. 35	Approx. 330
(ii) via Urmston Road				
	2011	54	54	Approx. 540
	2021	Approx. 70	Approx. 70	NA
	2030	Approx. 80	Approx. 80	Approx. 810

The number of diverted SkyPier HSFs was 34 in 2011 (currently about 30 trips per day crossing the Speed Control Zone (SCZ)) and projected to approximately 50 in 2030 compared to the total marine traffic at Urmston Road of approximately 540 in 2011 and projected to approximately 810 in 2030. The diverted HSFs accounted to about 6% of the total marine traffic in Urmston Road predicted in the EIA stage and about 5% based on recent ferry movements. Part of the historical route of HSFs prior to the diversion and other marine traffic traveling via Urmston road was passing through CWD hotspots at the north-east of Sha Chau and Lung Kwu Chau Marine Park (SCLKCMP). The diverted traffic (on average 1-2 movements per hour during SkyPier HSF operating hours based on recent monitoring for the SkyPier Plan) is not significant compared to the total marine traffic in Urmston Road.

The prevailing speed and instantaneous speed profiles for the last 6 months of the SkyPier Plan implementation period covering March to August 2016 are shown in Figure 1 and Figure 2 respectively.

The prevailing speeds (the average speed taken within the SCZ of all diverted HSFs within the SCZ complied with the 15-knot speed limit (with the exception of 2 cases out of the total number of 4,925), with most of the recorded prevailing speeds ranging from 11 to 14 knots. The two cases have been followed up, with investigations conducted by the Environmental Team (ET), in consultation with marine specialists, and verified by the Independent Environmental Checker (IEC) with their independent marine specialists.

For the prevailing speed deviation on 3 March 2016, the prevailing speed of the concerned HSF in the SCZ was 15.8 knots, which marginally exceeded the speed limit. Investigation conducted by the ET found that the concerned HSF captain was mindful of numerous small crafts nearby the access gate points and on marine safety consideration had to maintain this speed before entering the SCZ. Internal meeting and skipper trainings have been conducted for the concerned captain to familiarize with the SkyPier Plan. For the prevailing speed deviation on 30 June 2016, the recorded prevailing speed in the SCZ was 15.7 knots. The investigation revealed that this speeding case was due to marine safety reasons.

Figure 1: Prevailing Speeds of Diverted SkyPier HSF within the SCZ from March to August 2016

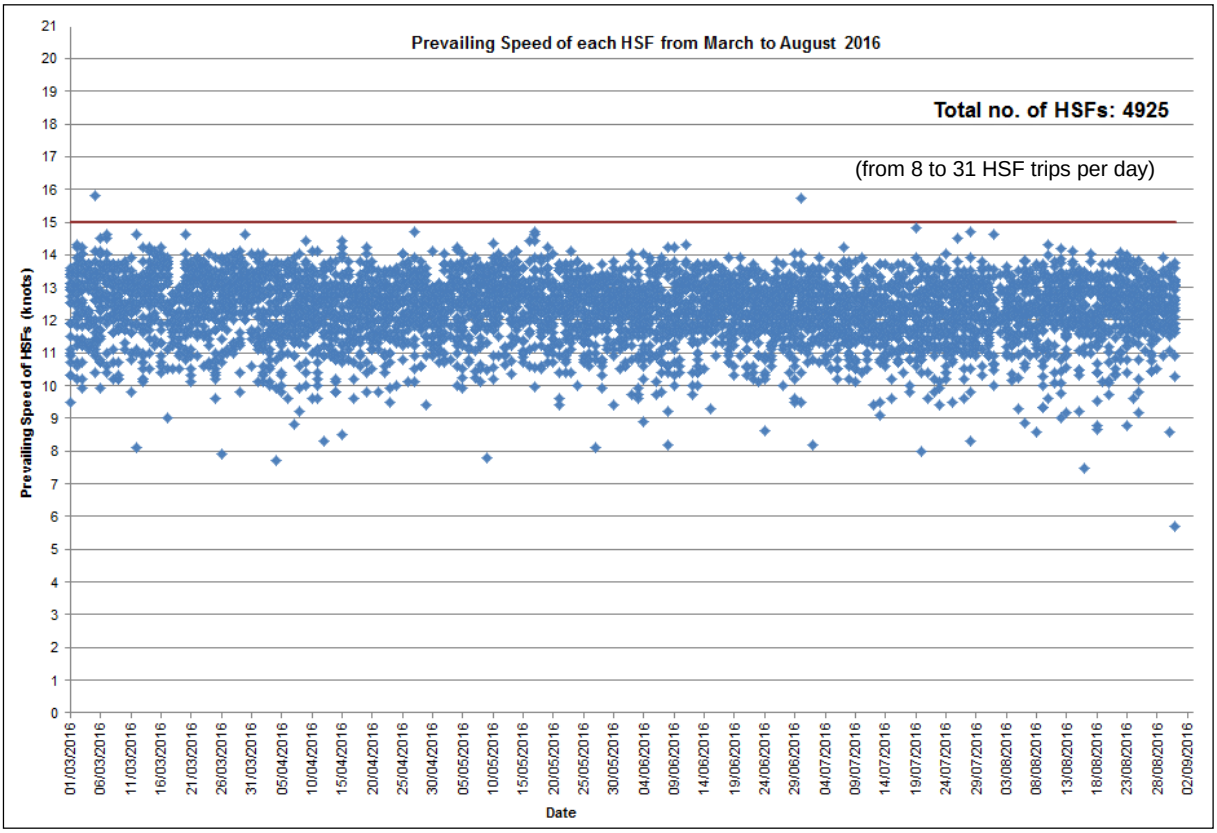
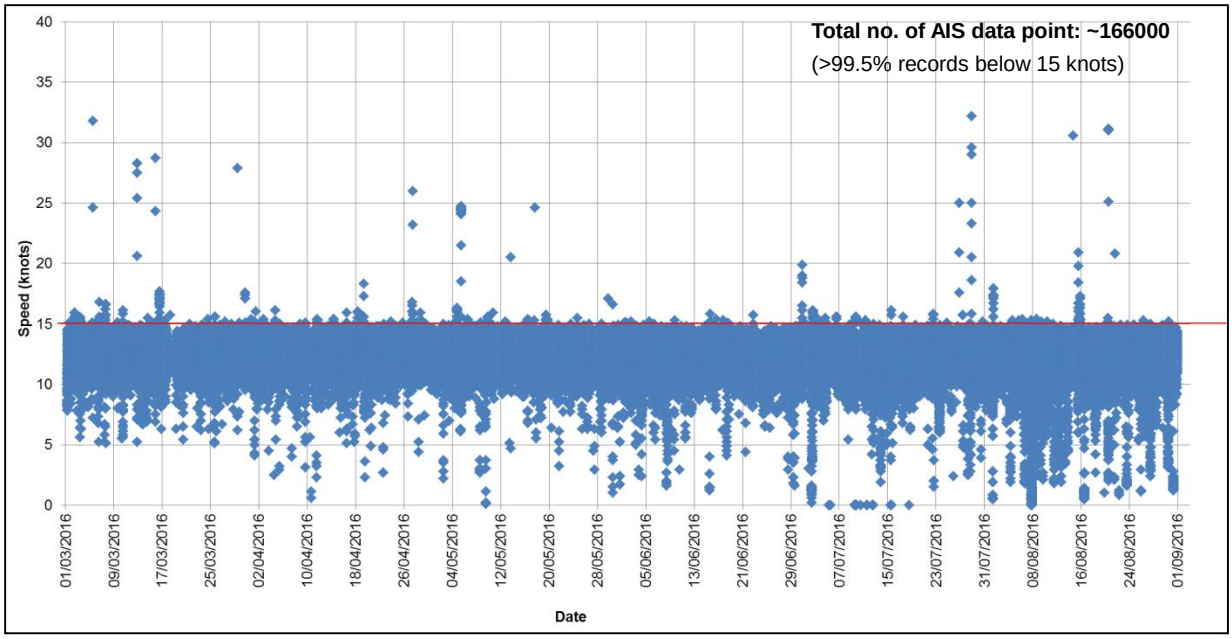


Figure 2: Instantaneous Speeds of Diverted SkyPier HSF within the SCZ from March to August 2016



The instantaneous speeds (the instant speed with Automatic Identification System (AIS) signal transmitted) recorded within the SCZ for the recent 6-month monitoring period shown in Figure 3 indicated that more than 99.5% of the recorded instantaneous speeds were below 15 knots. Notices were issued to concerned ferry operators for each instantaneous speeding case. Ferry operators had to provide further information and valid reasons for the deviations. All cases were investigated and reviewed by ET and checked by IEC. They are found to be related to strong waves and/or currents, giving way to other vessels, and to ensure marine safety.

Examples of the investigation reports of instantaneous speeding cases which were reviewed by marine specialists of the ET and IEC are shown in Annex A. The implementation of the SkyPier Plan will be continued throughout the construction period, monitoring and skipper workshops will be carried out as part of the environmental monitoring and auditing programme for the project.

(ii) provide a comparison of the CWD data collected after the implementation of the SkyPier Plan, with relevant data collected beforehand, including those commissioned by other parties such as AFCD ;

Responses:

The 3RS CWD baseline monitoring collected 6-month data for the period between 18 December 2015 and 17 June 2016, mostly after the implementation of the SkyPier Plan, by using the same vessel transect survey method as the AFCD long-term marine mammals monitoring. Based on the recent SkyPier Plan monitoring data, the number of SkyPier HSFs diverted to the SCZ was around 30 trips per day, which is approximately 1-2 trips per hour with speed restriction to 15 knots or below. The analysis of CWD abundance and density in Hong Kong waters conducted by AFCD were based on 12-month data, with different survey efforts spreading across the western waters of Hong Kong within a year, with a shift of focus towards the western and southwestern waters of Hong Kong in recent years. Therefore, AFCD data was not used for this circumstance. To have a more representative comparison, the 3RS project will conduct an annual review upon collection of 12-month data, in which a larger sample size will be available for consideration of seasonal variation to enhance the precision of the analysis. The AAHK will report to the ACE upon completion of the annual review.

As a preliminary analysis, two 6-month sets of CWD monitoring data (January to June 2014 and January to June 2015), collected under the EM&A monitoring for the Hong Kong Zhuhai Macao Bridge (HZMB) project (Contract No. HY/2011/09 and HY/2011/03) have been reviewed. The HZMB set of data is considered a good reference for comparison as the survey efforts for the HZMB project are similar to the 3RS CWD monitoring, i.e. at least 2 rounds of line-transect monitoring at the northwest (NWL), northeast (NEL) and western Lantau (WL) waters per month and following the transect routes of AFCD marine mammals monitoring.

The CWD abundance recorded at the NWL, NEL and WL waters prior to the implementation of the SkyPier Plan was estimated, based on these two sets of data, and were then compared with the 6-month CWD

baseline monitoring data set from mid-December 2015 to mid-June 2016, collected almost entirely after the implementation of the SkyPier Plan diversion and speed control arrangements. The preliminary results indicated that the abundance of CWDs declined from 2014 to 2015 at the NWL and NEL, but showed a slight increase in NWL in 2016. The decline in 2015 was not due to the SkyPier Plan or the reclamation works for the 3RS project which only came into place in late 2015 and late 2016, respectively. However, the results were just preliminary, there are many complex factors that may be affecting dolphin movements in the area. Further examination of this issue with multiple datasets (i.e., vessel surveys, land-based surveys, and Passive Acoustic Monitoring (PAM) surveys) will be possible in the near future.

More details of the comparison are provided as follows:

Density and Abundance Methods

The Conventional Distance Sampling (also known as CDS) method was used to calculate the line-transect estimates of CWD density and abundance from the baseline vessel survey data collected by the 3RS Environmental Team for the period of late December 2015 to June 2016. This method is widely used for estimating the density and/or abundance of biological populations and also adopted by the AFCD long term marine mammals monitoring in analyzing the line-transect data. CWD density (D), abundance (N) and their associated precision (CV) were calculated from dolphin sightings and effort data collected under conditions of Beaufort 0-3 and visibility of approximately 1200 m or greater. The formulae used are as follows:

$$\hat{D} = \frac{n\,\hat{f}(0)\,\hat{E}(s)}{2\,L\,\hat{g}(0)}$$

$$\hat{N} = \frac{n\,\hat{f}(0)\,\hat{E}(s)\,A}{2\,L\,\hat{g}(0)}$$

$$\hat{CV} = \sqrt{\frac{\hat{\text{var}}\,(n)}{n^2} + \frac{\hat{\text{var}}\,[\hat{f}(0)]}{[\hat{f}(0)]^2} + \frac{\hat{\text{var}}\,[\hat{E}(s)]}{[\hat{E}(s)]^2} + \frac{\hat{\text{var}}\,[\hat{g}(0)]}{[\hat{g}(0)]^2}}$$

Data from the areas surveyed (NEL, NWL, WL and SWL) were used in calculating a pooled detection function, to aid in sample size issues.

Several different (half-normal and hazard-rate) key functions were used with various (cosine, simple polynomial, and hermite polynomial) adjustments to model the data, and the most appropriate model (based on the minimum value of Akaike's Information Criterion) was used for the final estimates.

In order to compare the preceding periods in 2014 and 2015, the CWD monitoring data collected by the HZMB project, under Contracts No. HY/2011/09 and No. HY/2011/03, with similar survey effort as the 3RS CWD baseline monitoring (data available on the project website http://www.hzmbenpo.com/) was reviewed and analysed. Data of these two contracts were collected by the Hong Kong Cetacean Research Project team, making use of the same methods and similar vessels and equipment as those used by the 3RS Environmental Team. The data from the comparable periods of January to June 2014, and January to June 2015 were used. This essentially factors out the seasonal effect, which can be significant if not accounted for. Only data from NEL, NWL, and WL were available during this period.

Density and Abundance Results

For the late December 2015 to June 2016 analysis, a good fit to the perpendicular distance data was achieved (see CDS Plot in Figure 3), and the most appropriate model (based on the minimum value of Akaike's Information Criterion) was found to be the hazard-rate model with polynomial adjustment. The resulting estimates of density and abundance are presented in Table 2. However, resulting estimates all had moderate to high coefficient of variations (CVs), which indicates that statistical precision is not high. The CV of each estimate should be taken into consideration when considering the confidence associated with that estimate. Estimates with CVs of over 50%, in particular, should be considered preliminary due to the limited data available after only 6 months of data collection.

Abundance for specific survey areas ranged from a low figure of 0 for NEL to a high figure of 34 for WL, which also had (by far) the highest density of dolphins (122.2 dolphins/100km^2) (see Table 2). The density of SWL was higher than that of NWL (also found by Hung 2015 in

relation to the AFCD datasets), suggesting that CWDs might have shifted from the region north of Lantau Island to the more western and southern parts of the island. The shift may be due to construction activity and vessel traffic disturbance from various marine infrastructure projects underway in North Lantau waters (Hung, 2016).

Since the Airport West (AW) area has partial overlap with NWL, the AW estimates have not been included when calculating the pooled estimates for the entire area of western Hong Kong. The pooled CDS estimate of CWDs for all the waters of western Hong Kong (including NEL, NWL, WL, and SWL only) was 63. Results are generally in line with results derived from analyzing the AFCD long-term dataset for similar periods of time (see Hung 2015).

For the 2014 and 2015 analyses, a good fit to the perpendicular distance data was achieved (see CDS Plot in Figure 4), and the most appropriate model (based on the minimum value of Akaike's Information Criterion) was found to be the hazard-rate model with cosine adjustment. The resulting estimates of density and abundance are presented in Table 2. Again, the CV of each estimate should be taken into consideration when considering the confidence associated with that estimate.

Abundance for specific survey areas ranged from a low figure of 0 for NEL in 2015 to a high figure of 27 for WL in 2014 (see Table 2). The main area of interest here is NWL (this is the area where the pre-diversion and the post-diversion SkyPier routes are located), and a comparison of the three estimates from the same time period for NWL showed a high figure of 24 dolphins in 2014, then a decrease to 9 dolphins in 2015, and then an increase to 12 dolphins in 2016. Although the CVs must be taken into account, this suggests that the number of CWDs increased slightly in the NWL during the first 6 months of the HSF re-routing and speed restriction in 2016. Further examination of abundance will be possible in the NWL and other areas when more data is available from the ongoing vessel line-transect work effort and more data from all survey methods (vessel surveys, land-based surveys, and PAM surveys) is collected in the future.

Figure 3: CDS histogram of the dolphin perpendicular sighting distances, with fitted hazard-rate model shown (red curve), late December 2015 to June 2016.

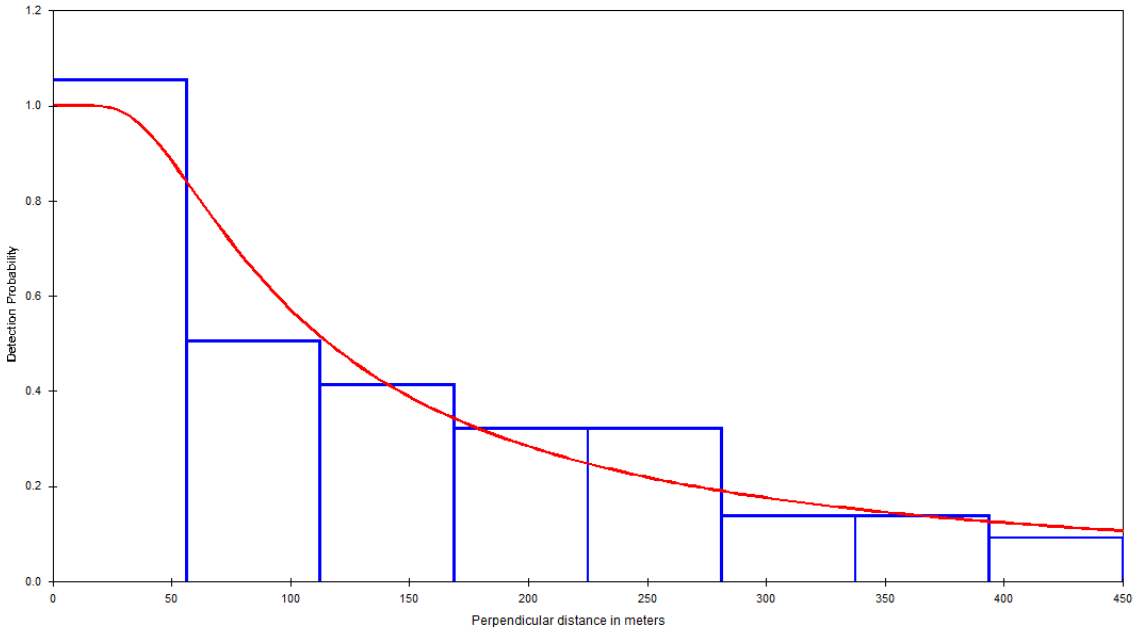


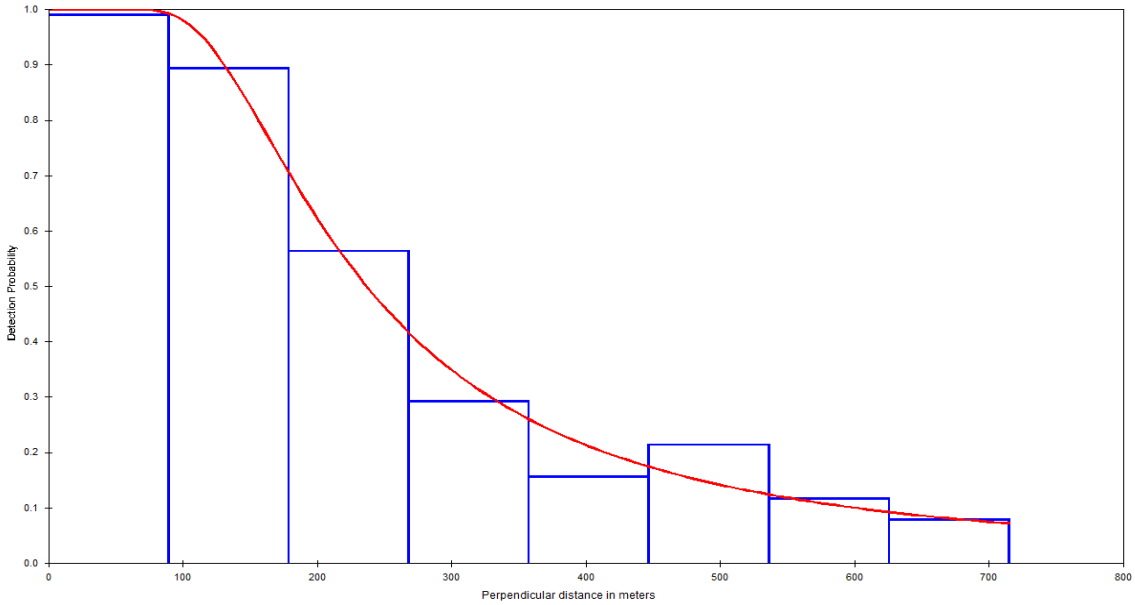
Table 2: CWD line transect parameters and estimates of density and abundance for western Hong Kong. 3RS baseline phase and preceding time periods.

TimePeriod	Stratum	No. Stgs.*	Sz.	Prob. - g(0)	(#/100km2)	Abundance	(Abundance)	%CV
Jan-June 2014	Northeast Lantau	1	9.0	1.0	2.18	1	0-7	107.0
Jan-June 2014	Northwest Lantau	49	3.2	1.0	28.06	24	17-36	19.8
Jan-June 2014	West Lantau	56	3.4	1.0	97.37	27	18-40	20.4
Jan-June 2015	Northeast Lantau	1	1.0	1.0	0.25	0	0-1	77.6
Jan-June 2015	Northwest Lantau	17	4.0	1.0	10.89	9	5-18	33.9
Jan-June 2015	West Lantau	46	3.2	1.0	72.55	20	13-30	21.2
Jan-June 2016	Airport West	2	5.0	1.0	57.90	3	0-13	87.9
Jan-June 2016	Northeast Lantau	0	n/a	1.0	0.00	0	n/a	n/a
Jan-June 2016	Northwest Lantau	13	3.3	1.0	13.90	12	5-32	51.5
Jan-June 2016	Southwest Lantau	17	4.2	1.0	25.70	17	8-38	42.1
Jan-June 2016	West Lantau	31	4.6	1.0	122.20	34	17-68	36.3

* After truncation

From Jefferson (2000)

Figure 4: CDS histogram of the dolphin perpendicular sighting distances, with fitted hazard-rate model shown (red curve), pooled data from January to June 2014 and 2015.



Density and Abundance Discussion

Vessel surveys completed during the baseline CWD monitoring phase (i.e. before 3RS construction) during the period from end December 2015 to June 2016 have provided preliminary data for estimating density and abundance of CWDs in Hong Kong (although it is noted that this period occurred mostly during winter and spring months, when the number of CWDs in Hong Kong are at their lowest). A total of 63 CWDs occurred in Hong Kong during the baseline period in 2016, and there is an evidence of decreased use of NEL and NWL and increased use of the SWL area. The overall estimates were very similar to those derived from AFCD long-term data (see Hung 2015).

Some ACE members expressed concern that the decrease in the number of CWDs in NWL might be because of negative impacts associated with the re-routing of HSFs travelling between SkyPier and Zhuhai / Macau to a diverted route with a speed control section to the north of Lung Kwu Chau. Thus, specific, albeit preliminary, analysis was conducted to examine this issue. However, this preliminary analysis did

not support the hypothesis of such decline, and in fact suggesting that number of CWDs in NWL may have actually increased slightly over the same period in 2015. However, this is a preliminary analysis, and there are many complex factors that may be affecting dolphin movements in the area. Further examination of this issue with multiple datasets (i.e., vessel surveys, land-based surveys, and PAM surveys) will be further conducted.

(iii) provide an estimated abundance of dolphins in Northwest Lantau and the number of individuals using the water along the diverted route particularly within the Speed Control Zone through photo identification generated from this and past studies;

Responses:

The 6-month 3RS CWD baseline monitoring conducted between 18 December 2015 and 17 June 2016 has carried out Photo-Identification of CWDs with the aims to examine the ranging patterns, life history parameters and association patterns.

During the 6-month baseline survey, a total number of 96 CWD individuals were identified and 29 of them were first sighted in north Lantau waters. Nine out of these 29 individuals were re-sighted at least twice. Among these 29 individuals, two individuals (i.e. NLMM006 and NLMM013) were sighted within the SkyPier HSF SCZ. NLMM006 is a Spotted Juvenile (SJ) while NLMM013 is a Spotted Adult (SA). They are a mother-and-SJ pair which were sighted associated with each other four times during the baseline monitoring period. These four sighting locations are depicted in Figure 5 below.

Figure 5: Sighting Locations of the Mother-and-SJ Pair (i.e. NLMM006 and NLMM013) during the 3RS CWD Baseline Monitoring (Pink spots: Sighting Location; Red polygon: 3RS Land Formation Footprint; Blue polygon: SC&LKCMP; Green polygon: SkyPier HSF SCZ)

In general practice, Photo-ID data is not normally used for estimating abundance of CWD in small subsections of a population range. Alternatively, in order to provide some preliminary insight into patterns of dolphin use and movement in the area now defined as the diverted SkyPier HSF SCZ and waters in the vicinity of the diverted route, a preliminary analysis of the small-scale densities using line transects vessel survey data has been conducted and is elaborated in the response to (ii) above. It must be stressed that the preliminary analysis in (ii) above was based on only 6 months of data, and many complex factors may be affecting dolphin movements in the area. Further examination of CWD density and abundance will be undertaken when a full year of vessel transect data is available from 3RS CWD line-transect surveys in combination with further examination of land-based surveys and PAM survey datasets.

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Sources Cited

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- End -

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

CASE NUMBER: SPNC-446
檔案編號:

ATTENTION: Hong Kong International Airport Ferry Terminal Services Limited ("Licensee")
收件人:

FROM: SkyPier Berthing Controller, Airport Authority
寄件人:

Incident for SkyPier Ferry under Marine Operation Adjustment Scheme ("MOAS")
有關海上運作調整計劃("調整計劃")的海天快船事件

In accordance to the MOAS, an incident has been recorded for [redacted] of SkyPier ferry number [redacted] travelling from [MFM] to [CLK] on [30 Jun 2016] at [20:42]:-
參照調整計劃的內容, 船隻有以下記錄事件發生:-

☐ Enter the Marine Prohibited Zone
駛入限制進入區域

☐ Not travel within the Speed Controlled Zone in accordance to the Proposed Travel Routes
沒有根據建議航線駛入限速區

☒ Enter/Leave the Speed Controlled Zone NOT through the Gate Access Points
沒有經過指定閘道進出限速區

☒ Exceed speed limit in Speed Controlled Zone
限速區內超速

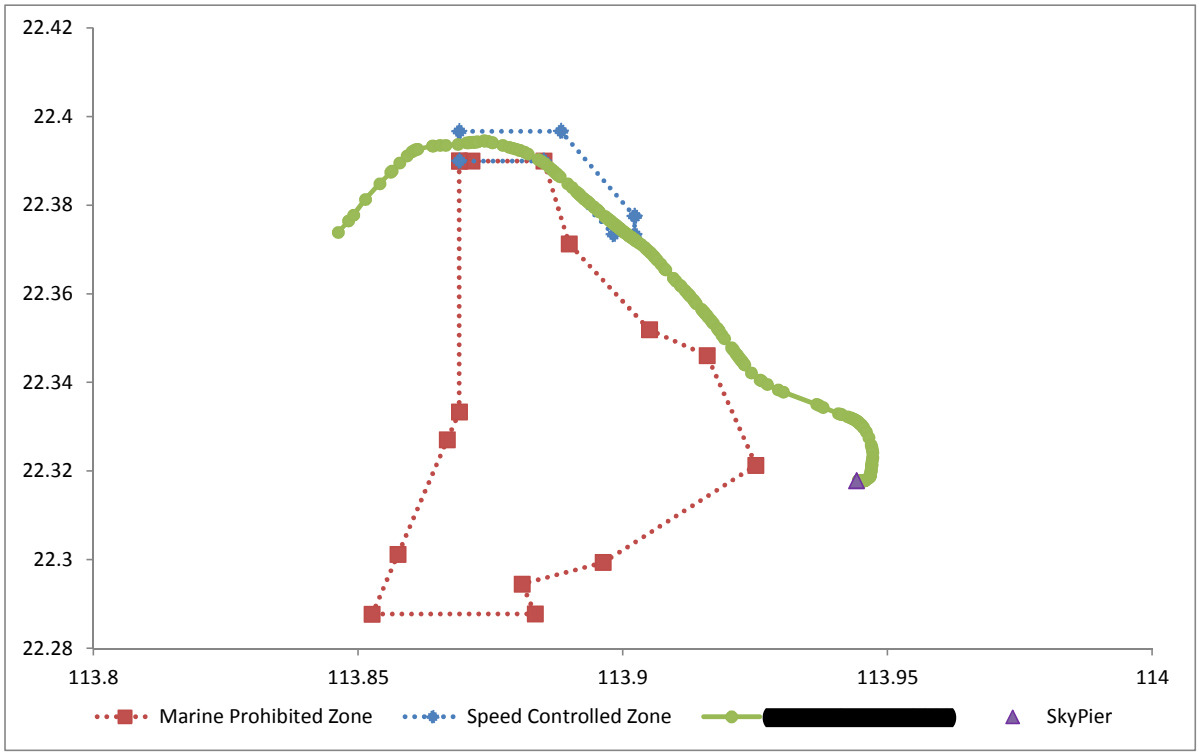
☐ Others –
其他

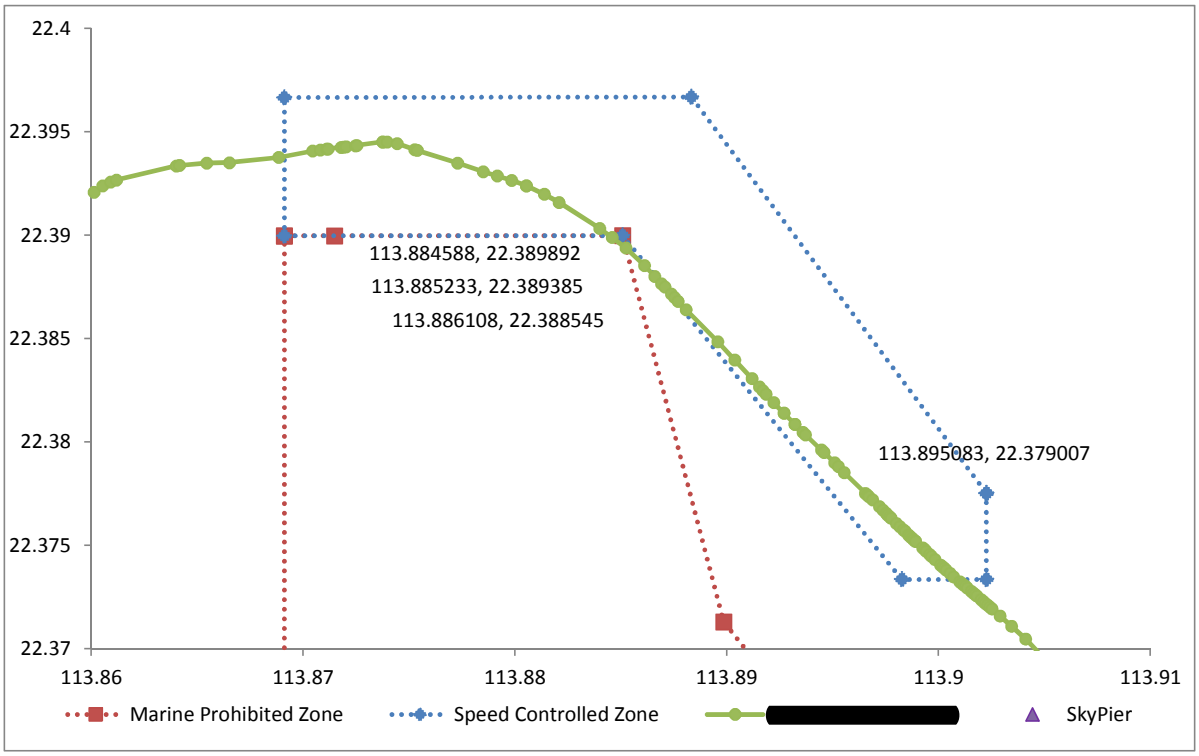
To facilitate evaluation by the Authority of this incident, we should be grateful if the Ferry Operator reply in using the incident report within 10 calendar days to the Authority at the following e-mail, MOAS@hkairport.com.
為本局審核該事件, 我們請各船東在 10 天內以填寫事件報告並回覆至電郵 MOAS@hkairport.com.

SkyPier Berthing Controller
海天碼頭調度
Name: Steve Ho
姓名:

(This letter is computer generated and no signature is required)
(本信件由電腦發出無須簽署)

SPNC-446 [redacted]





Date & Time(UTC)	MMSI	name	lng	lat	sog	cog	hdg	Date&Time (local)
30/06/2016 12:34	[redacted]		113.8462	22.37387	42.3	34	36	30/06/2016 20:34:03
30/06/2016 12:34			113.8482	22.37645	42.4	34	33	30/06/2016 20:34:19
30/06/2016 12:34			113.8491	22.37777	42.3	33	32	30/06/2016 20:34:27
30/06/2016 12:34			113.8514	22.38132	42.4	31	33	30/06/2016 20:34:49
30/06/2016 12:35			113.8541	22.38487	42.5	35	38	30/06/2016 20:35:11
30/06/2016 12:35			113.8562	22.38743	40.9	36	37	30/06/2016 20:35:27
30/06/2016 12:35			113.8564	22.38771	40.5	36	37	30/06/2016 20:35:29
30/06/2016 12:35			113.8578	22.38951	38.1	37	38	30/06/2016 20:35:43
30/06/2016 12:35			113.8592	22.39113	35.4	37	39	30/06/2016 20:35:55
30/06/2016 12:36			113.8601	22.39208	30.6	39	49	30/06/2016 20:36:05
30/06/2016 12:36			113.8605	22.39239	26.6	43	63	30/06/2016 20:36:11
30/06/2016 12:36			113.8609	22.39257	23.6	47	67	30/06/2016 20:36:15
30/06/2016 12:36			113.8612	22.39267	20.8	51	69	30/06/2016 20:36:19
30/06/2016 12:36			113.864	22.39335	13.9	76	80	30/06/2016 20:36:59
30/06/2016 12:37			113.8642	22.39338	12.7	77	81	30/06/2016 20:37:02

30/06/2016 12:37	[redacted]	113.8654	22.39348	12.5	84	87	30/06/2016 20:37:25
30/06/2016 12:37		113.8665	22.39351	12.6	87	89	30/06/2016 20:37:41
30/06/2016 12:38		113.8688	22.39376	12.6	80	77	30/06/2016 20:38:19
30/06/2016 12:38		113.8704	22.39407	12.1	78	80	30/06/2016 20:38:46
30/06/2016 12:38		113.8708	22.39412	12.2	79	81	30/06/2016 20:38:53
30/06/2016 12:38		113.8711	22.39417	12.2	80	81	30/06/2016 20:38:57
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30/06/2016 12:39		113.872	22.39428	12.2	81	81	30/06/2016 20:39:13
30/06/2016 12:39		113.8725	22.39433	12.2	82	80	30/06/2016 20:39:19
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30/06/2016 12:39		113.8737	22.39451	12.3	81	95	30/06/2016 20:39:41
30/06/2016 12:39		113.874	22.39452	11.9	84	102	30/06/2016 20:39:45
30/06/2016 12:39		113.8744	22.39443	11.9	93	111	30/06/2016 20:39:52
30/06/2016 12:40		113.8753	22.39414	12.4	106	111	30/06/2016 20:40:07
30/06/2016 12:40		113.8754	22.3941	12.4	106	111	30/06/2016 20:40:08
30/06/2016 12:40		113.8773	22.39349	12.9	108	111	30/06/2016 20:40:41
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30/06/2016 12:41		113.8798	22.39265	13.9	108.9	112	30/06/2016 20:41:19
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30/06/2016 12:59		113.9445	22.31791	0.6	283	292	30/06/2016 20:59:22
30/06/2016 12:59		113.9445	22.31791	0.6	283	292	30/06/2016 20:59:36
30/06/2016 12:59		113.9445	22.3179	0.2	333	285	30/06/2016 20:59:37
30/06/2016 12:59		113.9445	22.31793	0.4	4	281	30/06/2016 20:59:45
30/06/2016 12:59		113.9445	22.31793	0.4	6	281	30/06/2016 20:59:46
30/06/2016 12:59		113.9445	22.31793	0.3	11	281	30/06/2016 20:59:48
30/06/2016 12:59		113.9445	22.31794	0.1	348	281	30/06/2016 20:59:58
30/06/2016 13:00		113.9445	22.31794	0.1	323	282	30/06/2016 21:00:03
30/06/2016 13:00		113.9445	22.31793	0	334	281	30/06/2016 21:00:32

<END>

Incident Report of Deviation in Re-route for SkyPier Ferries
海天快船偏離改道要求事件報告

Case Number: SPNC- 446 檔案編號:	Date: 30 June 2016 日期:
Ferry Operator: [redacted] 船東名稱:	Vessel Name: [redacted] 船舶名稱:
Vessel Master Name: [redacted] 船長姓名:	

Reason(s) for the deviation from the compliance as following:-
偏離改道要求的原因:-

☑ Give way to the vessel(s) at the portside / starboard / front / ~~back*~~
需讓路予在左舷 / 右舷 / 前方 / 後方* 的船隻

☐ Strong tidal wave and current
強潮水及水流

☐ Adverse weather condition(s) - strong wind / heavy rain / low visibility*
惡劣天氣狀況 – 強風 / 大雨 / 能見度低*

☐ Others, please specify:
其他, 請註明:

Supplemental information:
補充資料:

Please attach the related extract from the deck log for reference.
請附上航行日誌中有關記錄以供參考.

* Please delete where inappropriate.
* 請將不適用者刪去

[redacted]

DECK LOG - DAY / NIGHT SERVICE

Ser. No. 0053 (Original)

Vessel [redacted]

Date 30 06 16 (DD MM YY)

Sunrise 0543 Hrs. Sunset 1911 Hrs.

H.W. 0601 Hrs. 1.9 m. L.W. 1154 Hrs. 0.9 m.

H.W. 1823 Hrs. 1.5 m. L.W. 2320 Hrs. 0.9 m.

	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6	Trip 7	Trip 8
Dep. Date	30-06-16	30-06-16	30-06-16	01-07-16				
Trip No.	E1101	8S2113	8S128	N1604				
Pax. Authorized	333	333	333	333				
Number of Pax.	S 49 E 281	S 22 E 111	S 26 E 180	S 11 E 94	S E	S E	S E	S E
Total Pax.	330 + 1B	133 + 1B	206	105				
Fuel Taken, Dept.	NIL	5000	NIL	2400				
Fuel % Dept.	10200	13200	11400	11800				
Pre-departure	Ckd ✓ 1816	Ckd ✓ 1947	Ckd ✓ 2154	Ckd ✓ 0022	Ckd	Ckd	Ckd	Ckd
Engine Started	1821	1952	2159	0027				
Dept. Time / Berth	1826 MFT3	1957 MC10	2204 CLK4	0032 MC10				
Full Power App'd	1834	2007	2207	0042				
Track Code	3	16D (TS)	15D (TS)	6/4				

Check Point	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist	Time	Brg	Dist
2	1837	P	0.1																					
3	1847	P	0.4																					
4	1859	P	0.1																					
5	1909	P	0.3																					
6	1919	P	0.1																					

	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6	Trip 7	Trip 8
Weather / Vis.	C / G	C / G	C / G	C / G				
Wind Dir / Force	S / 3	S / 3	S / 3	S / 3				
Sea / Swell	SLT / LOW	SLT / LOW	SLT / LOW	SLT / LOW				
Arr. Time berth	1930 MC10	2100 CLK4	2306 MC10	0136 MFT3				
Total S. Time	01h 04m	01h 03m	01h 02m	01h 04m				
Pump RPM	660	660	660	660				
GPS Speed	40	40	40	40				
Fuel % Arr.	8200	11400	9400	9800				
Master	[redacted]							
Mate								
Engineer								
N.V.O.								
~~Sailor~~ Artw	GP							
Sailor		^	^	^				
Sailor								
Sailor								
Cabin Attend't								
Cabin Attend't								
Cabin Attend't								
Cabin Attend't				[redacted]				
Master's Sign're	[redacted]							
Mate's Sign're								

REMARKS (including Drills, abnormal conditions, incidents, etc)

Time	1800	Group	[redacted]	Pre-start Check Completed As Per BRP-CL-001 / NS-CL-03 Briefing Made Qualification Met.
Time		Group		Pre-start Check Completed As Per ______ Briefing Made Qualification Met.
Time		Group		Pre-start Check Completed As Per ______ Briefing Made Qualification Met.
Time		Group		Pre-start Check Completed As Per ______ Briefing Made Qualification Met.

1800 'OQ' GROUP ON DUTY

E1101 DELAYED DEPT DUE TO LATE ARRVL.

END OF TRIP E1101 HKID NAME YUEN SUI LING NR. E287609(8) ~~Found~~ Ans IN SEAT NR. 16H WAS FOUND. LF-001 FORM COMPLETED. LOST & FOUND PROCEDURE FOLLOWED. OCC INFORMED.

2038-2045, 2213-2225 VSL REDUCED SPEED IN SPEED CONTROL ZONE.

TRIP 1~3 RECOMMEND ROUTE FOLLOWED AS PER P.T.O. COURSE & SPEED VAR FOR COMPLIED WITH COLREG 1972. AT 2043 AVOIDED ACTION FOR "MAERSK EDINBURGH" & HIGH SPEED FERRY. (ALTER COURSE AND SPEED-UP).

END OF TRIP 8S128 AN IPHONE FOUND IN SEAT NR 4M. LF-001 FORM COMPLETED. LOST & FOUND PROCEDURE FOLLOWED. OCC INFORMED.

TRIP N1604 CHANGED FM TRACK 6 TO TRACK 4 TO AVOID SWELL. TRIP 4 DOB REPATRIATED TO HKG

0145 'OQ' GROUP OFF DUTY.

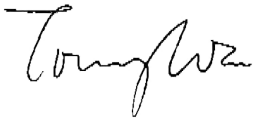
Form B

Expansion of Hong Kong International Airport into a Three-Runway System
Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier

Case Audit and Checking Record

Reference Plan:	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (The Plan) (EP Condition 2.10)
Monitoring Data:	Ferry movement data collected in the period between 27 June to 30 June 2016
Information and Data Checked:	☑ Automatic Identification System (AIS) Data ☑ Daily SkyPier HSF movements ☑ Record of potential deviations ☑ Response provided by the ferry operators
Case No:	*SPNC-446*
Date:	*30-June-2016*
Ferry Details:	Ferry Number: [redacted] Prevailing Speed: 15.7 knots Range of Instantaneous Speed: 11.8 – 33.5 knots Duration of Instantaneous Speeding: < 3 minutes
Comments and Observations:	The HSF entered and left the Speed Controlled Zone (SCZ) through the Gate Access Points, but the track within the SCZ has deviated for a short duration and prevailing speed slightly over 15 knots within the SCZ. Investigation revealed that the vessel captain was required to give way to two vessels by taking over the vessels in a slightly deviated track to ensure safety. After that, the vessel captain has immediately slowed down the HSF to below 15 knots and re-entered the SCZ. The AIS data indicated that the instantaneous speeding has lasted for less than 3 minutes. However, the AIS data indicated that the vessel captain slowed down to 12 knots before entering the SCZ and maintained the speed below 12 knots within the SCZ. Therefore, ferry operator's explanation was accepted. Since the vessel captain had to speed up to ensure safety, the instantaneous speed was up to 33.5 knots and instantaneous speeding has lasted for around 2 minutes. To avoid similar situation from occurring in the future, ET recommended AAHK to remind the ferry operator to follow the SkyPier Plan as safe as practicable.

Reason(s) valid according to The Plan?	☑ Yes (case closed) ☐ No (The ET to confirm with AA MCDD on the required follow up actions)

	ET Leader / ET's Representative	IEC/ IEC's Representative	PM / PM's Representative
Signature			
Name	Terence Kong	Isabella Yeung	Tommy Wan

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

CASE NUMBER: SPNC-476
檔案編號:

ATTENTION: Hong Kong International Airport Ferry Terminal Services Limited ("Licensee")
收件人:

FROM: SkyPier Berthing Controller, Airport Authority
寄件人:

Incident for SkyPier Ferry under Marine Operation Adjustment Scheme ("MOAS")
有關海上運作調整計劃("調整計劃")的海天快船事件

In accordance to the MOAS, an incident has been recorded for [Di Moda Square] of SkyPier ferry number [redacted] travelling from [CLK] to [YFT] on [26 Jul 2016] at [21:08]:-
參照調整計劃的內容, 船隻有以下記錄事件發生:-

☐ Enter the Marine Prohibited Zone
駛入限制進入區域

☐ Not travel within the Speed Controlled Zone in accordance to the Proposed Travel Routes
沒有根據建議航線駛入限速區

☐ Enter/Leave the Speed Controlled Zone NOT through the Gate Access Points
沒有經過指定閘道進出限速區

☒ Exceed speed limit in Speed Controlled Zone
限速區內超速

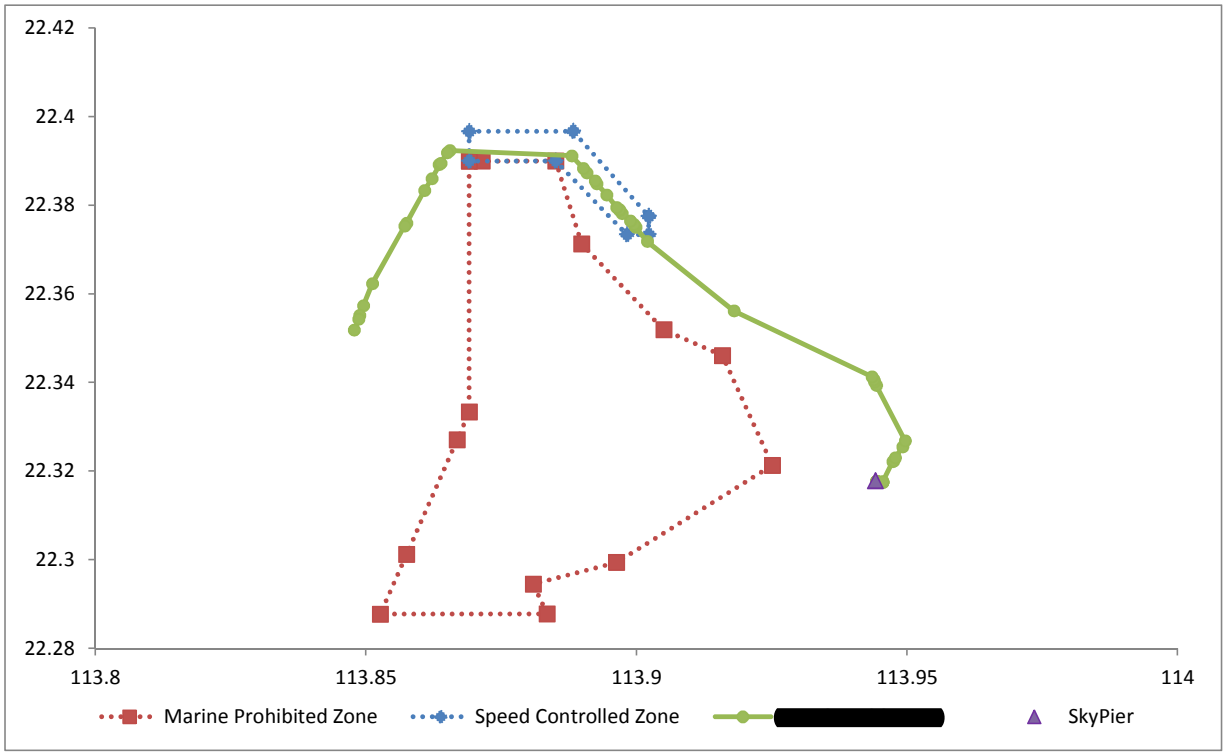
☐ Others –
其他

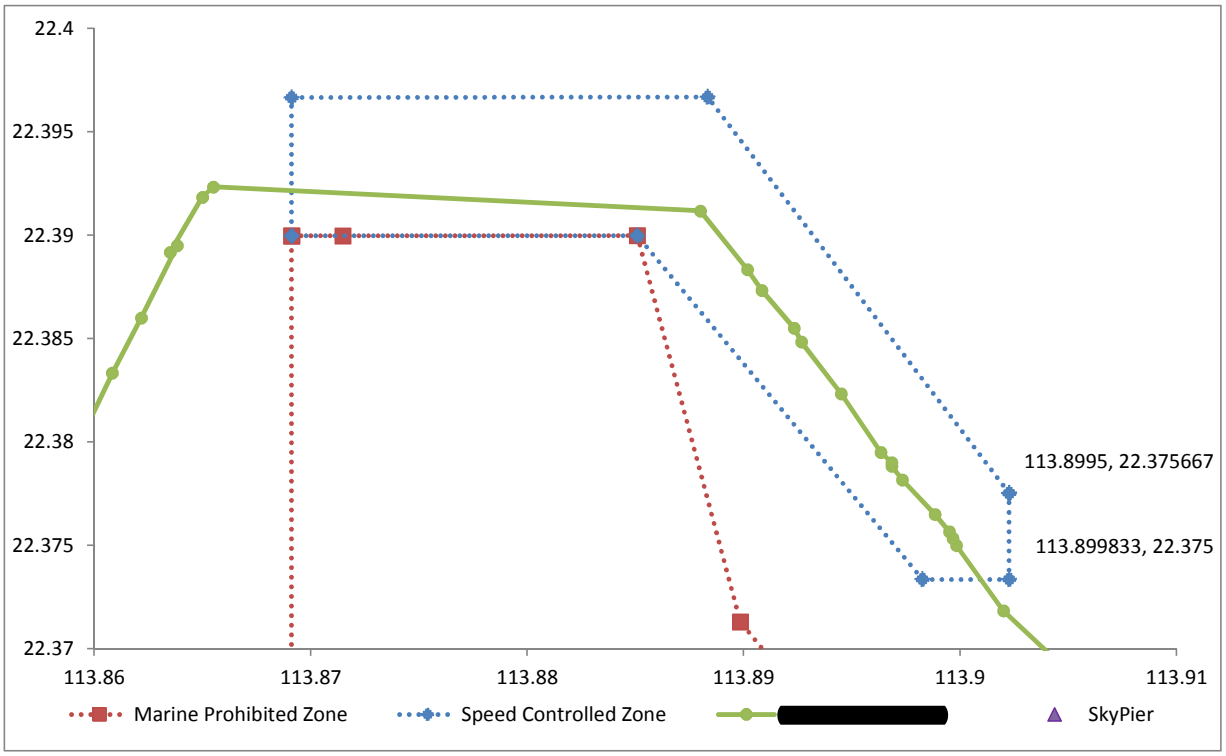
To facilitate evaluation by the Authority of this incident, we should be grateful if the Ferry Operator reply in using the incident report within 10 calendar days to the Authority at the following e-mail, MOAS@hkairport.com.
為本局審核該事件, 我們請各船東在 10 天內以填寫事件報告並回覆至電郵 MOAS@hkairport.com.

SkyPier Berthing Controller
海天碼頭調度
Name: Steve Ho
姓名:

(This letter is computer generated and no signature is required)
(本信件由電腦發出無須簽署)

SPNC-476 [redacted]





Date & Time(UTC)	MMSI	name	lng	lat	sog	cog	hdg	Date&Time (local)
26/07/2016 12:50	[redacted]		113.944333	22.31767	0.2	292	285	26/07/2016 20:50:13
26/07/2016 12:51	[redacted]		113.944333	22.31767	0.1	229	285	26/07/2016 20:51:53
26/07/2016 12:52	[redacted]		113.944333	22.31767	0.1	132	285	26/07/2016 20:52:12
26/07/2016 12:52	[redacted]		113.944333	22.31767	0.1	114	285	26/07/2016 20:52:53
26/07/2016 12:53	[redacted]		113.944333	22.31767	0.1	266	285	26/07/2016 20:53:12
26/07/2016 12:54	[redacted]		113.9445	22.31767	0.2	202	285	26/07/2016 20:54:52
26/07/2016 12:57	[redacted]		113.9455	22.3175	0.9	230	4	26/07/2016 20:57:29
26/07/2016 12:57	[redacted]		113.9455	22.3175	0.8	294	10	26/07/2016 20:57:33
26/07/2016 12:57	[redacted]		113.9455	22.31767	6.9	41	44	26/07/2016 20:57:53
26/07/2016 12:59	[redacted]		113.947333	22.32217	11.6	20	22	26/07/2016 20:59:33
26/07/2016 12:59	[redacted]		113.9475	22.32233	11.8	21	23	26/07/2016 20:59:35
26/07/2016 12:59	[redacted]		113.947833	22.323	12.8	28	28	26/07/2016 20:59:49
26/07/2016 13:00	[redacted]		113.949167	22.3255	14.4	22	20	26/07/2016 21:00:34
26/07/2016 13:00	[redacted]		113.949667	22.32683	16.1	22	19	26/07/2016 21:00:52
26/07/2016 13:02	[redacted]		113.944333	22.33933	32.4	335	335	26/07/2016 21:02:59
26/07/2016 13:03	[redacted]		113.944	22.34017	34.1	338	337	26/07/2016 21:03:06

26/07/2016 13:03	[redacted]	113.943833	22.34067	34.7	339	338	26/07/2016 21:03:10
26/07/2016 13:03	[redacted]	113.9435	22.34133	35.2	339	338	26/07/2016 21:03:14
26/07/2016 13:06	[redacted]	113.918	22.35617	37.1	318	319	26/07/2016 21:06:06
26/07/2016 13:08	[redacted]	113.902	22.37183	37.6	329	329	26/07/2016 21:08:10
26/07/2016 13:08	[redacted]	113.899833	22.375	25	330	329	26/07/2016 21:08:34
26/07/2016 13:08	[redacted]	113.899667	22.37533	20.9	329	329	26/07/2016 21:08:38
26/07/2016 13:08	[redacted]	113.8995	22.37567	17.6	328	327	26/07/2016 21:08:42
26/07/2016 13:08	[redacted]	113.898833	22.3765	11.9	321	321	26/07/2016 21:08:58
26/07/2016 13:09	[redacted]	113.897333	22.37817	11.8	321	321	26/07/2016 21:09:38
26/07/2016 13:09	[redacted]	113.896833	22.37883	11.8	325	327	26/07/2016 21:09:54
26/07/2016 13:09	[redacted]	113.896833	22.379	11.9	328	328	26/07/2016 21:09:57
26/07/2016 13:10	[redacted]	113.896333	22.3795	11.9	329	329	26/07/2016 21:10:10
26/07/2016 13:11	[redacted]	113.8945	22.38233	12.5	326	329	26/07/2016 21:11:05
26/07/2016 13:11	[redacted]	113.892667	22.38483	12.8	325	328	26/07/2016 21:11:58
26/07/2016 13:12	[redacted]	113.892333	22.3855	12.4	326	328	26/07/2016 21:12:10
26/07/2016 13:12	[redacted]	113.890833	22.38733	12.6	325	328	26/07/2016 21:12:50
26/07/2016 13:13	[redacted]	113.890167	22.38833	12.5	326	328	26/07/2016 21:13:10
26/07/2016 13:14	[redacted]	113.888	22.39117	12.5	325	328	26/07/2016 21:14:09
26/07/2016 13:21	[redacted]	113.8655	22.39233	14.1	233	234	26/07/2016 21:21:03
26/07/2016 13:21	[redacted]	113.865	22.39183	15.6	225	223	26/07/2016 21:21:14
26/07/2016 13:21	[redacted]	113.8635	22.38917	26.8	202	204	26/07/2016 21:21:50
26/07/2016 13:21	[redacted]	113.863833	22.3895	23.5	201	203	26/07/2016 21:21:52
26/07/2016 13:22	[redacted]	113.862167	22.386	36.9	204	205	26/07/2016 21:22:10
26/07/2016 13:22	[redacted]	113.860833	22.38333	40.2	204	204	26/07/2016 21:22:26
26/07/2016 13:23	[redacted]	113.8575	22.376	41	203	203	26/07/2016 21:23:10
26/07/2016 13:23	[redacted]	113.857167	22.37533	41	203	203	26/07/2016 21:23:14
26/07/2016 13:24	[redacted]	113.851167	22.36233	40.2	200	198	26/07/2016 21:24:26
26/07/2016 13:24	[redacted]	113.8495	22.35733	40.7	196	195	26/07/2016 21:24:54
26/07/2016 13:25	[redacted]	113.848833	22.35517	41	195	195	26/07/2016 21:25:06
26/07/2016 13:25	[redacted]	113.848667	22.35433	41	196	195	26/07/2016 21:25:10
26/07/2016 13:25	[redacted]	113.847833	22.35183	40.9	197	196	26/07/2016 21:25:26

<End>

Incident Report of Deviation in Re-route for SkyPier Ferries

海天客運碼頭高速船偏離事件報告

Case Number 檔案編號： SPNC – 476	Date 日期：**7 月 26 日**
Ferry Operator 高速船營運商： [redacted]	Vessel Name 船隻名稱：[redacted]
Vessel Master Name [redacted]	

Reason(s) for the deviation from the compliance as following:-

偏離原因：-

☐ Give way to the vessel(s) at the portside / starboard / front / back*

讓路予在左舷 / 右舷 / 前方 / 後方 * 的船隻

☐Strong tidal wave and current

強潮浪及水流

☐ Adverse weather condition(s) - strong wind / heavy rain / low visibility*

惡劣天氣狀況 – 強風 / 大雨 / 能見度低 *

☑ Others, please specify:

其他原因（請註明）：

據船長反映,當時有貨船太接近本船,為確保旅客安全,只能離開貨船安全後減速.

Supplemental information:

補充資料：

Please attach the related extract from the deck log for reference. 請附上航行日誌的相關紀錄以便參考。

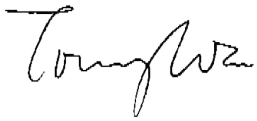
* Please delete where inappropriate. 請刪去不適用者。

Form B

Expansion of Hong Kong International Airport into a Three-Runway System
Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier

Case Audit and Checking Record

Reference Plan:	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (The Plan) (EP Condition 2.10)
Monitoring Data:	Ferry movement data collected in the period between 18 July to 27 July 2016
Information and Data Checked:	☑ Automatic Identification System (AIS) Data ☑ Daily SkyPier HSF movements ☑ Record of potential deviations ☑ Response provided by the ferry operators
Case No:	*SPNC-476*
Date:	*26-July-2016*
Ferry Details:	Ferry Number: [redacted] Prevailing Speed: 14.5 knots Range of Instantaneous Speed: 11.8 – 25.0 knots Duration of Instantaneous Speeding: 1 minute
Comments and Observations From ET:	Deviation on speed within the Speed Control Zone (SCZ) was observed, which was due to giving way to other vessels. Investigation found that the vessel captain was required to give way to other vessel to ensure safety. After that, the vessel captain has immediately slowed down the HSF to below 15 knots. The AIS data indicated that the instantaneous speeding has lasted for less than 1 minute. Therefore, ferry operator's explanation was accepted.
Comments and Observations From IEC Marine Advisor:	The track for the concerned vessel and ferry were justified. The explanation from the FO is considered acceptable.
Reason(s) valid according to The Plan?	☑ Yes (case closed) ☐ No (The ET to confirm with AA MCDD on the required follow up actions)

	ET Leader / ET's Representative	IEC/ IEC's Representative	PM / PM's Representative
Signature			
Name	Terence Kong	Isabella Yeung	Tommy Wan

香港 HONG KONG
國際機場 INTERNATIONAL AIRPORT

CASE NUMBER: SPNC-511
檔案編號:

ATTENTION: Hong Kong International Airport Ferry Terminal Services Limited ("Licensee")
收件人:

FROM: SkyPier Berthing Controller, Airport Authority
寄件人:

Incident for SkyPier Ferry under Marine Operation Adjustment Scheme ("MOAS")
有關海上運作調整計劃("調整計劃")的海天快船事件

In accordance to the MOAS, an incident has been recorded for [redacted] of SkyPier ferry number [redacted] travelling from [YFT] to [CLK] on [21 Aug 2016] at [14:40]:-
參照調整計劃的內容, 船隻有以下記錄事件發生:-

☐ Enter the Marine Prohibited Zone
駛入限制進入區域

☐ Not travel within the Speed Controlled Zone in accordance to the Proposed Travel Routes
沒有根據建議航線駛入限速區

☐ Enter/Leave the Speed Controlled Zone NOT through the Gate Access Points
沒有經過指定閘道進出限速區

☒ Exceed speed limit in Speed Controlled Zone
限速區內超速

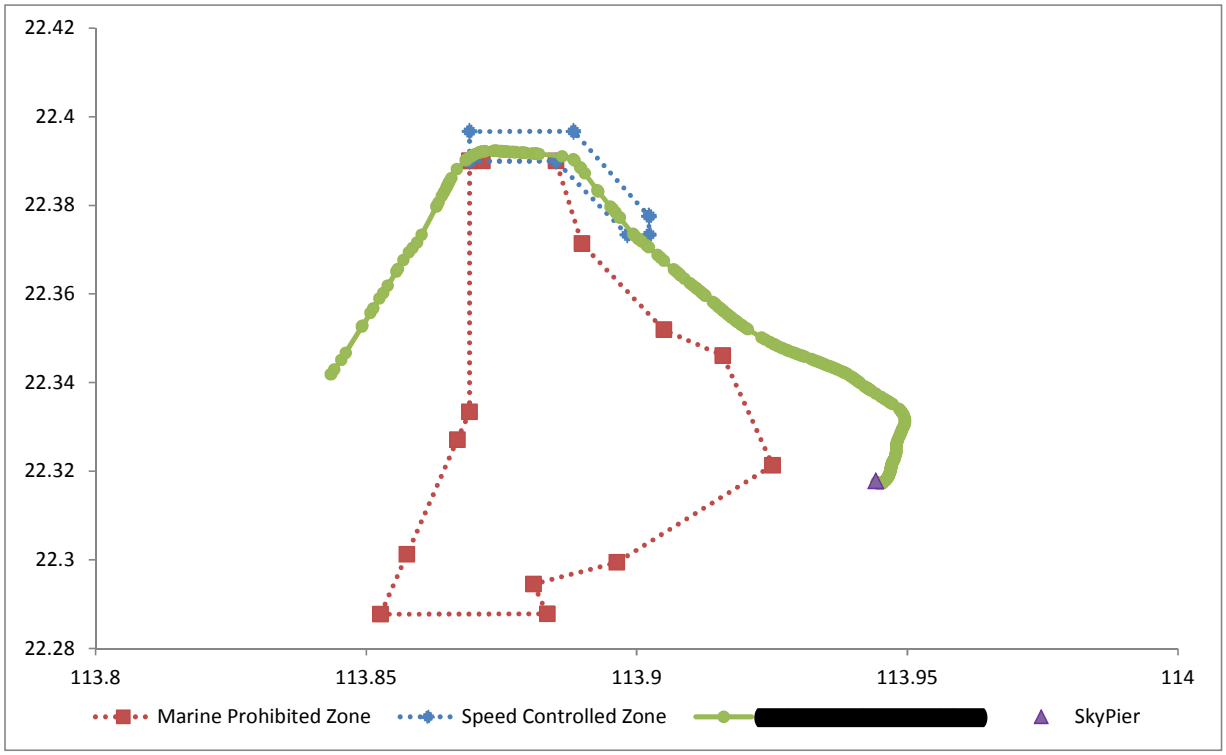
☐ Others –
其他

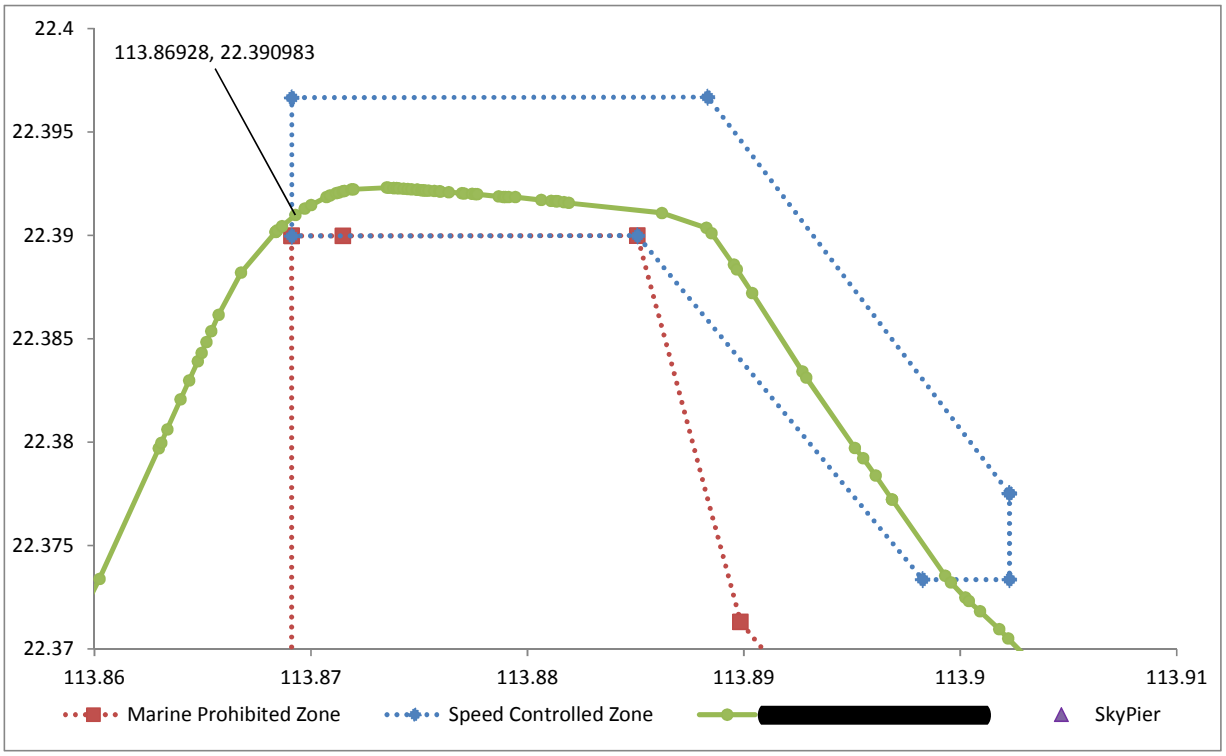
To facilitate evaluation by the Authority of this incident, we should be grateful if the Ferry Operator reply in using the incident report within 10 calendar days to the Authority at the following e-mail, MOAS@hkairport.com.
為本局審核該事件, 我們請各船東在 10 天內以填寫事件報告並回覆至電郵 MOAS@hkairport.com.

SkyPier Berthing Controller
海天碼頭調度
Name: Steve Ho
姓名:

(This letter is computer generated and no signature is required)
(本信件由電腦發出無須簽署)

SPNC-511 [redacted]





Date & Time(UTC)	MMSI	name	lng	lat	sog	cog	hdg	Date&Time (local)
21/08/2016 06:35	[redacted]		113.843463	22.34183	37.7	29.2	26	21/08/2016 14:35:10
21/08/2016 06:35			113.843537	22.34195	37.7	29.2	26	21/08/2016 14:35:12
21/08/2016 06:35			113.844113	22.34292	37.7	29.2	26	21/08/2016 14:35:18
21/08/2016 06:35			113.845383	22.3451	37.6	28.2	23	21/08/2016 14:35:33
21/08/2016 06:35			113.846218	22.34671	37.6	26.1	22	21/08/2016 14:35:42
21/08/2016 06:36			113.849177	22.35259	37.8	25.2	22	21/08/2016 14:36:18
21/08/2016 06:36			113.849305	22.35284	37.8	25.3	22	21/08/2016 14:36:20
21/08/2016 06:36			113.85077	22.35572	37.9	25.3	22	21/08/2016 14:36:39
21/08/2016 06:36			113.851285	22.35672	37.9	25.5	22	21/08/2016 14:36:45
21/08/2016 06:36			113.852458	22.35898	38	25.9	22	21/08/2016 14:36:59

21/08/2016 06:37	[redacted]	113.853112	22.36023	38.1	25.9	22	21/08/2016 14:37:06
21/08/2016 06:37		113.853947	22.36187	38.1	25.5	22	21/08/2016 14:37:16
21/08/2016 06:37		113.855545	22.36502	38.1	25.3	22	21/08/2016 14:37:36
21/08/2016 06:37		113.855865	22.36565	38.1	25.4	22	21/08/2016 14:37:41
21/08/2016 06:37		113.856868	22.36762	32.6	25.4	22	21/08/2016 14:37:55
21/08/2016 06:38		113.857877	22.36935	25.1	29.4	27	21/08/2016 14:38:10
21/08/2016 06:38		113.858585	22.37038	26.9	32.6	30	21/08/2016 14:38:20
21/08/2016 06:38		113.85938	22.37163	31.6	29.7	21	21/08/2016 14:38:30
21/08/2016 06:38		113.860232	22.37339	35.9	24.7	20	21/08/2016 14:38:42
21/08/2016 06:39		113.862975	22.37969	38.5	22.1	19	21/08/2016 14:39:20
21/08/2016 06:39		113.863088	22.37996	38.6	22	19	21/08/2016 14:39:22
21/08/2016 06:39		113.863365	22.38062	38.6	21.6	19	21/08/2016 14:39:27
21/08/2016 06:39		113.863975	22.38207	38.7	21.5	19	21/08/2016 14:39:34
21/08/2016 06:39		113.864377	22.38299	38.8	21.9	19	21/08/2016 14:39:41
21/08/2016 06:39		113.864778	22.38391	38.9	22	19	21/08/2016 14:39:46
21/08/2016 06:39		113.864948	22.38431	38.9	21.9	19	21/08/2016 14:39:48
21/08/2016 06:39		113.865173	22.38484	38.9	21.8	19	21/08/2016 14:39:53
21/08/2016 06:39		113.865398	22.38537	38.9	21.7	19	21/08/2016 14:39:55
21/08/2016 06:40		113.865738	22.38616	38.9	21.8	19	21/08/2016 14:40:00
21/08/2016 06:40		113.86677	22.38819	38.2	26.2	29	21/08/2016 14:40:13
21/08/2016 06:40		113.868372	22.39016	32.3	38.1	39	21/08/2016 14:40:26
21/08/2016 06:40		113.868372	22.39016	32.3	38.1	39	21/08/2016 14:40:27
21/08/2016 06:40		113.868448	22.39023	31.4	38.6	40	21/08/2016 14:40:28
21/08/2016 06:40		113.868663	22.39045	28.8	39.9	40	21/08/2016 14:40:30
21/08/2016 06:40		113.86928	22.39098	20.8	44.5	46	21/08/2016 14:40:38
21/08/2016 06:40		113.869717	22.39129	13.2	49.9	49	21/08/2016 14:40:46
21/08/2016 06:40		113.87001	22.39146	8.8	55	49	21/08/2016 14:40:54
21/08/2016 06:41		113.870712	22.39184	9.4	59.8	56	21/08/2016 14:41:13
21/08/2016 06:41		113.870882	22.39192	9.7	61.7	59	21/08/2016 14:41:16
21/08/2016 06:41		113.871167	22.39204	9.9	65.3	63	21/08/2016 14:41:22
21/08/2016 06:41		113.871275	22.39207	10	67	65	21/08/2016 14:41:24
21/08/2016 06:41		113.871468	22.39213	10.2	69.8	69	21/08/2016 14:41:28
21/08/2016 06:41		113.871548	22.39215	10.4	71.5	71	21/08/2016 14:41:30
21/08/2016 06:41		113.871875	22.39221	10.7	75.8	76	21/08/2016 14:41:37
21/08/2016 06:41		113.871963	22.39223	10.9	77.8	77	21/08/2016 14:41:38
21/08/2016 06:42		113.8735	22.39231	11.4	88.9	88	21/08/2016 14:42:04
21/08/2016 06:42		113.873592	22.3923	11.5	91.3	87	21/08/2016 14:42:06
21/08/2016 06:42		113.873822	22.39229	11.7	92.5	87	21/08/2016 14:42:10
21/08/2016 06:42		113.873822	22.39229	11.7	92.5	87	21/08/2016 14:42:11
21/08/2016 06:42		113.87396	22.39228	11.7	92.6	89	21/08/2016 14:42:13
21/08/2016 06:42		113.874053	22.39227	11.8	93.1	90	21/08/2016 14:42:15
21/08/2016 06:42		113.874285	22.39225	11.8	94.9	89	21/08/2016 14:42:19
21/08/2016 06:42		113.874468	22.39223	11.7	95.3	87	21/08/2016 14:42:22
21/08/2016 06:42		113.874653	22.39222	11.7	94.7	87	21/08/2016 14:42:24
21/08/2016 06:42		113.874882	22.39221	11.6	94.4	90	21/08/2016 14:42:28
21/08/2016 06:42		113.874927	22.3922	11.7	94.6	90	21/08/2016 14:42:30
21/08/2016 06:42		113.875108	22.39218	11.7	95.8	88	21/08/2016 14:42:33
21/08/2016 06:42		113.8752	22.39217	11.7	95.9	87	21/08/2016 14:42:34
21/08/2016 06:42		113.875293	22.39216	11.6	95.8	85	21/08/2016 14:42:36
21/08/2016 06:42		113.87543	22.39216	11.6	95.1	86	21/08/2016 14:42:38
21/08/2016 06:42		113.875702	22.39215	11.5	93.8	89	21/08/2016 14:42:43
21/08/2016 06:42		113.875935	22.39212	11.8	95	90	21/08/2016 14:42:46
21/08/2016 06:42		113.875982	22.39212	11.9	95.3	88	21/08/2016 14:42:49
21/08/2016 06:42		113.87636	22.39209	12.1	95.1	88	21/08/2016 14:42:55
21/08/2016 06:43		113.876977	22.39203	12	96	86	21/08/2016 14:43:04
21/08/2016 06:43		113.877072	22.39202	12	95.2	85	21/08/2016 14:43:06
21/08/2016 06:43		113.877447	22.392	11.9	93.9	90	21/08/2016 14:43:12
21/08/2016 06:43		113.877588	22.39199	12	94.5	89	21/08/2016 14:43:15
21/08/2016 06:43		113.877683	22.39198	12.1	95.3	88	21/08/2016 14:43:16
21/08/2016 06:43		113.878678	22.39188	11.9	97.6	89	21/08/2016 14:43:32
21/08/2016 06:43		113.8789	22.39186	11.5	97.8	85	21/08/2016 14:43:36
21/08/2016 06:43		113.87899	22.39185	11.5	96.4	83	21/08/2016 14:43:38
21/08/2016 06:43		113.879125	22.39185	11.5	95.2	83	21/08/2016 14:43:40
21/08/2016 06:43		113.879438	22.39184	11.4	93.1	90	21/08/2016 14:43:47
21/08/2016 06:44		113.880632	22.39171	11.8	96.8	88	21/08/2016 14:44:06
21/08/2016 06:44		113.881093	22.39166	11.7	95.1	87	21/08/2016 14:44:14
21/08/2016 06:44		113.88132	22.39165	11.7	94.8	91	21/08/2016 14:44:18
21/08/2016 06:44		113.88132	22.39165	11.7	94.8	91	21/08/2016 14:44:19
21/08/2016 06:44		113.881413	22.39164	11.7	95.1	92	21/08/2016 14:44:20
21/08/2016 06:44		113.881688	22.3916	11.8	97.7	89	21/08/2016 14:44:24
21/08/2016 06:44		113.881915	22.39156	11.7	98.3	86	21/08/2016 14:44:28
21/08/2016 06:45		113.886212	22.39108	12	95.3	84	21/08/2016 14:45:40
21/08/2016 06:46		113.888272	22.39036	12.6	127.1	132	21/08/2016 14:46:17
21/08/2016 06:46		113.888512	22.39011	13.3	136	137	21/08/2016 14:46:24
21/08/2016 06:46		113.889533	22.38858	14.2	149.8	145	21/08/2016 14:46:50
21/08/2016 06:46		113.889667	22.38835	14.1	150.5	146	21/08/2016 14:46:55
21/08/2016 06:47		113.890382	22.3872	12.5	150.1	146	21/08/2016 14:47:17
21/08/2016 06:48		113.892703	22.38342	11.8	149.5	147	21/08/2016 14:48:34

21/08/2016 06:48	[redacted]	113.892883	22.38311	11.9	150.7	144	21/08/2016 14:48:40
21/08/2016 06:49		113.895125	22.37972	12	144.5	138	21/08/2016 14:49:53
21/08/2016 06:50		113.895515	22.37922	12.1	144.4	140	21/08/2016 14:50:04
21/08/2016 06:50		113.89609	22.37838	11.9	149	144	21/08/2016 14:50:22
21/08/2016 06:50		113.896848	22.37723	12	148.2	147	21/08/2016 14:50:46
21/08/2016 06:50		113.896848	22.37723	12	148.2	147	21/08/2016 14:50:58
21/08/2016 06:52		113.899302	22.37355	12.5	146.9	139	21/08/2016 14:52:04
21/08/2016 06:52		113.89957	22.37321	12.7	144.3	137	21/08/2016 14:52:11
21/08/2016 06:52		113.900223	22.37249	12.8	139.4	133	21/08/2016 14:52:27
21/08/2016 06:52		113.900398	22.37232	12.7	138.3	133	21/08/2016 14:52:31
21/08/2016 06:52		113.900902	22.37183	12.5	136.4	131	21/08/2016 14:52:43
21/08/2016 06:53		113.901802	22.37095	12.2	137.4	135	21/08/2016 14:53:04
21/08/2016 06:53		113.90221	22.37051	12.2	139	135	21/08/2016 14:53:14
21/08/2016 06:53		113.903825	22.36879	20.8	138.9	136	21/08/2016 14:53:46
21/08/2016 06:53		113.904355	22.36821	23.2	139.5	135	21/08/2016 14:53:53

Incident Report of Deviation in Re-route for SkyPier Ferries

海天客運碼頭高速船偏離事件報告

Case Number 檔案編號： SPNC – 511	Date 日期：**8** 月 **21** 日
Ferry Operator 高速船營運商： [redacted]	Vessel Name 船隻名稱：[redacted]
Vessel Master Name 船長姓名：[redacted]	

Reason(s) for the deviation from the compliance as following:-

偏離原因：-

☐ Give way to the vessel(s) at the portside / starboard / front / back*

讓路予在左舷 / 右舷 / 前方 / 後方 * 的船隻

☑ Strong tidal wave and current

強潮浪及水流

☐ Adverse weather condition(s) - strong wind / heavy rain / low visibility*

惡劣天氣狀況 – 強風 / 大雨 / 能見度低 *

☐ Others, please specify:

其他原因（請註明）：

Supplemental information:

補充資料：

Please attach the related extract from the deck log for reference. 請附上航行日誌的相關紀錄以便參考。

* Please delete where inappropriate. 請刪去不適用者。

[redacted]

事務報告

填報日期： 23-9-2016　　　　填報時間：

填報人姓名及簽名 [redacted]　　　　填報人職位： [redacted]

事故發生日期： 21-8-2016　　　　船名或地點： [redacted]

標題： [redacted] 20.8節

交送：

[redacted]於蛇口碼頭開往香港海天碼頭，(1) 1106 航船(13:55)，於準備進入限速區 (113.86928, 22.390783) 前開始減速。由於遇到強水橫流、船速沒能及時降至有效速度，當時已作出減速動作，船速最低降至8.8節。

Form B

Expansion of Hong Kong International Airport into a Three-Runway System
Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier

Case Audit and Checking Record

Reference Plan:	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (The Plan) (EP Condition 2.10)
Monitoring Data:	Ferry movement data collected in the period between 15 August to 21 August 2016
Information and Data Checked:	☑ Automatic Identification System (AIS) Data ☑ Daily SkyPier HSF movements ☑ Record of potential deviations ☑ Response provided by the ferry operators
Case No:	*SPNC-511*
Date:	*21-August-2016*
Ferry Details:	Ferry Number: [redacted] Prevailing Speed: 11.8 knots Range of Instantaneous Speed: 8.8 – 20.8 knots Duration of Instantaneous Speeding: < 1 minute
Comments and Observations From ET:	Deviation on speed within the Speed Control Zone (SCZ) was observed, which was due to strong tidal wave and current. The background information such as water current and tidal range was checked. The AIS data indicated that the vessel captain slowed down to 8.8 knots after entering the SCZ and maintained the speed below 15 knots within the SCZ. The AIS data also indicated that the instantaneous speeding has lasted for less than 1 minute. ET advised AAHK remind the concerned vessel captain to slow down earlier before entering the SCZ.
Comments and Observations From IEC Marine Advisor:	The speeding was due to slowing down the vessel too late when entering the zone. The concerned vessel captain should be reminded to slow down earlier before entering the SCZ.
Reason(s) valid according to The Plan?	☑ Yes (case closed) ☐ No (The ET to confirm with AA MCDD on the required follow up actions)

	ET Leader / ET's Representative	IEC/ IEC's Representative	PM / PM's Representative
Signature			
Name	Terence Kong	Isabella Yeung	Billy Ko