

LOCAL VESSELS ADVISORY COMMITTEE

Minutes of Special Meeting

Date : 26 August 2010 (Thursday)
Time : 10:30 a.m.
Place : Conference Room A, 24/F, Harbour Building

Present

Chairman: Mr. H P LIU Deputy Director, Marine Department (MD)

Member: Mr. LO Ngok-yang, Ken Representing Ship Building and Repairing Industry
Mr. TAM Mo-pun Representing Naval Architects
Mr. LUK Pak-hung Representing Seafarers' Training
Mr. WONG Miu-sang Representing Cargo Vessels' Operations
Mr. WEN Tsz-kit, Bondy Representing Launch & Excursion Vessels' Operations
(on behalf of Mr. KWOK Tak-kee)
Mr. CHAK Kwok-leung Representing Ferry Vessels' Operations
Mr. LO Hoi-yin, Ambrose Representing Pleasure Boating Operations
Mr. LEE Ting-kwok Hong Kong Police Force
(on behalf of Mr. TSUI Wai-hung)
Mr. WONG Chi-kin GM/LVS, MD
Mr. BUTT Lee-yuen GM/Ops, MD

Secretary: Mr. John LEUNG EO(C&G), MD

In Attendance

Mr. KEUNG Siu-fai Hong Kong & Kowloon Floating Fisherman
Welfare Promotion Association

Mr. WONG Yiu-kan Hong Kong Cargo Vessel Traders' Association

Dr. HO Chi-shing, David HK Ferry (Holdings) Co. Ltd.

Mr. KWOK Chi-hong Marine Excursion Association Ltd.

Capt. WU Ka-shun Hong Kong Shipping Staff Association

Mr. TSANG Cheuk-yin SMO/P&D(1), MD

Absent with apologies

Mr. ZHU Qi Representing Ship Survey Work

Miss HO Pui-ling, Vivian Representing Marine Insurance Industry

Mr. LAI Hoi-ping Representing Seafarers' Associations

Mr. Danny WU Representing River Trade Cargo Operations

Hon. WONG Yung-kan, JP Representing Fishing Industry

Presentation of Papers

Paper No. 4/2010	Mr. LEUNG Wing-yuen, Walter	Senior Engineer, Civil Engineering and Development Department (CEDD)
	Mr. CHUNG Mann-kun, Terry	Engineer, CEDD
	Mr. Keith TSANG	Executive Director, AECOM
	Mr. Harry YU	Senior Engineer, AECOM
	Mr. Johnny LEUNG	Senior Resident Engineer, AECOM

I. Opening Remarks

1. The Chairman welcomed all to the meeting. He extended, in particular, welcome to Mr. WONG Chi-kin who was attending the meeting for the first time, and the following persons who were attending the meeting on behalf of other members: -

Mr. WEN Tsz-kit, Bondy

Mr. LEE Ting-kwok

2. The Chairman also welcomed the representatives from the Civil Engineering and Development Department and AECOM who would present the LVAC Paper at the meeting.

II. Presentation of Paper

LVAC Paper No. 4/2010 – “Kai Tak Development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)”

3. Mr. Walter LEUNG briefed members on the details of the proposed improvement works at Kai Tak approach channel (KTAC) and the Kwun Tong Typhoon Shelter (KTTS). Mr. Keith TSANG briefed members on the details of the different implementation phases of the proposal. Members were invited to give their views and comments on the proposal.
4. Mr. WONG Yiu-kan asked if the dredging and injection of oxidizing agent would change the level or the hardness of the sea-bed. Mr. Walter LEUNG said that the localized dredging works would be carried out at KTAC and therefore only the sea-bed levels at KTAC would be affected; and that as the

oxidizing agent, calcium nitrate, was not a solidifier, the sea-bed would not be hardened after injection. Mr. WONG said that large vessels would anchor in the typhoon shelter during typhoons, and he was concerned of the oxidizing agent embedded in the sediment, and as a result the sea-bed might be compromised. Mr. Walter LEUNG said that the amount of injection of the oxidizing agent at KTAC and KTTS would be adequately adjusted to suit the working conditions of the typhoon shelter accordingly.

5. Mr. KWOK Chi-hong asked if the proposed arrangement would affect the Kwun Tong Public Pier which was used frequently at weekends. Mr. Walter LEUNG replied that the works could be arranged to accommodate the use of the Kwun Tong Public Pier at weekends. In response to Mr. KWOK's query on whether the work boats would be self-powered or moved by wire, Mr. Walter LEUNG said that the type of work boats to be used would be decided by the contractor.
6. Dr. David HO asked if odour would be released during dredging and would affect other users in the nearby industrial and commercial buildings. Mr. Walter LEUNG said that the contractors would be asked to cover the dredged sediment as soon as possible to contain the odour. Dr. HO asked if the dredging and the oxidizing agent would affect the quality of the water and the cooling system of the ship engines. Mr. Walter LEUNG said that mitigation measures such as silt curtains would be installed to minimize the impact to the water quality arising from the dredging works, in parallel an environmental monitoring plan would also be implemented to ensure that the works would not bring upon adverse impacts to the water quality.
7. Mr. KWOK Chi-hong asked if calcium nitrate would cause any harm to human or fish. Mr. Walter LEUNG said that similar injection method had been carried out in other places before, such as Shing Mun River. Calcium nitrate would be injected into and embedded in the sediment on the sea-bed and there should be no direct contact with the fish.
8. Mr. Ambrose LO opined that CEDD should coordinate with the Drainage Services Department (DSD) to remove the source of the polluted effluents into KTAC, otherwise the bio-remediation treatment at KTAC and KTTS would not be effective. Mr. Walter LEUNG said that DSD had already undertaken the implementation of a number of measures to intercept the polluted effluents from the hinterland areas of Kai Tak, including Wong Tai Sin and Ngau Tau Kok. He also said that the situation would be further

improved significantly when the old areas, such as Lower Ngau Tau Kok Estate, were re-developed. Mr. LO asked if the drainage outfalls at the KTAC could be blocked when the improvement works were underway. Mr. Walter LEUNG said that these drainage outfalls were connected to various underground networks in the hinterland areas for receiving surface runoff during rainstorms. Blocking of these drainage outfalls would cause flooding problems in the hinterland areas.

9. Dr. David HO asked if it would be possible to dredge and dispose of all the contaminated sediments completely. Mr. Walter LEUNG replied that, given the bulk quantity of the contaminated sediment at KTAC and KTTS, it would not be feasible to dispose of all the contaminated sediments due to limited capacity of the marine dumping ground.

10. Mr. KEUNG Siu-fai asked if the condition of the contaminated sediments had been assessed by the Environmental Protection Department (EPD). Mr. Walter LEUNG said that the environmental impact assessment (EIA) report for Kai Tak Development, including the proposed improvement works at KTAC and KTTS had been approved by EPD under EIA Ordinance in March 2009. Recommendations of the EIA report would be followed and implemented. Mr. KEUNG asked if the bags used to transport the dredged sediment would easily be broken during the operation. Mr. Keith TSANG said that the bags were specially made of geosynthetic materials, which had been tested and proved to be safe for containing the dredged sediment during transportation and disposal. Upon disposal, these bags would be buried in the designated dumping ground. Mr. KEUNG Siu-fai asked CEDD to give a briefing to the fishermen's associations on the proposed improvement works at KTAC and KTTS including the sediment disposal. Mr. Walter LEUNG agreed to arrange a separate briefing session with the fishermen's associations.

11. In response to Mr. BUTT Lee-yuen's query, Mr. Keith TSANG said that the contract was tentatively scheduled to start in 2011, and the works at Portion 4 of the site might start in 2012, depending on the Contractor's detailed programme. Mr. BUTT asked how many work boats would be working in the typhoon shelter, and whether they would stop working and stay in the typhoon shelter during typhoons. He said that the work boats might occupy space in the typhoon shelter and affect existing users, and that a contingency plan should be drawn up for typhoon signal No. 3 or above. Mr. TSANG explained the number would be different subject to staging of work, some

involved in dredging might stay in the channel for a longer period but some involved in taking samples would stay only for a short period of time. Nevertheless, the vessels would cease work in the typhoon shelter when typhoon signals no. 3 or above were hoisted in order to allow other vessels to berth inside KTTS. Mr. BUTT said that MD had no objection to the work boats staying in the shelter provided that they were less than 50m long. Mr. KWOK Chi-hong pointed out that the clearance beneath the taxiway bridge was very limited and this would constrain the size of vessels for transporting the dredged sediment. Mr. Harry YU said that such constraint would be highlighted to the contractor, and small-sized work boats would be expected for transporting the dredged sediment out of the taxiway bridge.

12. Mr. TSANG Cheuk-yin said that the Road T2 project, together with other major projects, such as Central-Wanchai By-pass, Wanchai Development Phase II, and the existing users, the use of KTTS would reach its peak after 2012. He asked if there had been any assessments on the overall requirements on the typhoon shelter space. Mr. Walter LEUNG said that the Road T2 project was a separate project subject to different implementation programme, and the KTAC and KTTS improvement works under this proposal were planned to commence in 2011 for completion in around 2013/14. In any case, he would continue to liaise with other project teams to minimize impacts on the operation of the typhoon shelter during the works. The Chairman said that relevant parties should coordinate with each other and pay particular attention when both Road T2 and KTAC and KTTS improvement works were to be carried out at the same time. Mr. KWOK Chi-hong asked if there were any measures to increase the water flow in KTAC and KTTS so that the odour problem could be further improved. Mr. Walter LEUNG said that additional measures, such as creating an opening at the runway, to enhance the water circulation in KTAC for resolving the problem in the long term were being studied, and that the effectiveness of the proposed improvement works in the first phase would also be monitored.
13. Capt. WU Ka-shun asked if the cooling system of ship engines would be affected by calcium nitrate, and who would be the responsible party if any damages occurred. Mr. KEUNG Siu-fai asked if there were any tests on the effect of calcium nitrate on aluminum and copper alloys. Mr. Walter LEUNG said that it was not noted of any negative effect of calcium nitrate on the quality of water from site trials. He undertook to study the effect of calcium nitrate on aluminum and copper alloys and would revert the results to

members in due course.

14. Mr. KEUNG Siu-fai asked whether the area of Sam Ka Tsuen and Shing Mun River, where the bio-remediation treatment had been conducted before, were of larger or smaller scale than KTAC and KTTS, and if there were any past experiences of the bio-remediation treatment overseas. Mr. Walter LEUNG replied that the scale of improvement works at Shing Mun River was about the same as that proposed for KTAC and KTTS, whereas Sam Ka Tsuen was much smaller at about 1 hectare in area. The treatment was originally proposed by a consultant in Canada. In response to the Chairman's query, Mr. Keith TSANG said that the works at the Kwun Tong Public Cargo Working Area (PCWA) would commence after the liaison with the existing PCWA users, and the works were expected to commence in end 2011/early 2012.

15. Mr. WONG Yiu-kan asked CEDD to inform members the types of work boats to be used by the contractors when available. Mr. KEUNG Siu-fai asked what KTAC would be used for after the project had been completed. Mr. Walter LEUNG said that some suggestions had been received, but it had not been decided yet. Mr. TAM Mo-pun pointed out that in view of the limited clearance beneath the taxiway bridge, he suggested that such constraints on the work boats should be clearly highlighted in the works contract. The Chairman concluded that CEDD should consider the comments and technical issues members raised at the meeting.

III. Any Other Business

16. No other business had been raised by members.

IV. Date of Next Meeting

17. The meeting ended at 12:00 p.m. The date of next meeting would be announced in due course.