

Minutes of the 40th POC Meeting

Date : Wednesday, 25 September 2002

Time : 1430 hours

Venue : Conference Room (A), Marine Department Headquarters, Central

Present	Mr S Y Tsui	Chairman
	Mr K M Lee	Member
	Mr Raymond Fan	Member
	Mr Raymond Cheng	(on behalf of Mr Terence Sit)
	Mr Reuben Chung	Member
	Mr Sunny Ho	(on behalf of Mr Jeffrey Lam)
	Mr Eddy Ma	Member
	Mr Chris Pooley	Member
	Mr Neil Russell	Member
	Mr Siu Wai-lim	(on behalf of Capt K W Pang)
	Mr Terence Tse	Member
	Mr Young Yick Sing	Member
	Mr H B Chan	Secretary
In attendance	Mr Roger Tupper	MD
	Mr Francis Liu	MD
	Mr C Y Tsang	MD
	Mr K P Ho	MD
	Mr L K Szeto	MD
	Mr Amin Ebrahim	AA HK
	Mr Bill Roberts	AA HK
	Dr Richard Colwill	BMT Asia Pacific Ltd. (BMT)
	Dr T L Yip	BMT
	Mr S O Leung	TDD

	Mr Jon Varndell	Atkins China Ltd (ACL)
	Mr P W Lau	ACL
Apologies	Mr Anthony Loo	Member
	Mr David C S Ho	Member
	Mr Lee Ching-chiu	Member

1. Open of Meeting

1.1 The **Chairman** welcomed all to the meeting and introduced the following persons:

- (i) **Mr Young yick-sing** representing the Shipowners Association vice **Capt H Y Cheung**
- (ii) **Mr Raymond Fan**, Secretary of Port and Maritime Board, who took over from **Mr Alex Fong** and was attending the meeting for the first time
- (iii) **Mr Siu Wai-lim** representing the Hong Kong Pilots Association on behalf **Capt K W Pang**
- (iv) **Mr Sunny Ho** representing the Hong Kong Shippers' Council on behalf of **Mr Jeffrey Lam**
- (v) **Mr Raymond Cheng** representing the Hong Kong General Chamber of Commerce on behalf of **Mr Terence Sit**

2. Confirmation of Minutes of the Last Meeting

2.1 The minutes of the 39th meeting held on Wednesday, 15 May 2002 were confirmed subject to the amendment at the **Annex**.

3. New Items

3.1 POC Paper No. 5/02

Port Benchmarking Study for Assessing the Positioning and Competitiveness of HK's Port Costs with Other Major International Ports – Port Costs for Tanker/Bulk Trade (Revised)

3.1.1 **Mr C Y Tsang** briefed members with updated data and highlighted that the port cost of Melbourne was added into the comparison table. The Harbour/Light Dues and Towage charges in Hong Kong were the lowest while the Pilotage charges were the second lowest. In the overall ranking, Hong Kong was in the lowest position when compared with other selected ports in the Asian Region.

- 3.1.2 **Mr Russell** quoted an article which stated that a member of PSA Singapore recognized that their port dues for tankers were expensive compared with other ports in Asian Region. The **Chairman** said that our port dues had been maintained at same level since 1995 and was also found to be the second lowest amongst 20 top container ports in the world in the Benchmarking study for container vessels.
- 3.1.3 **Mr Pooley** said that there was a general perception that Hong Kong was an expensive port. It would be useful to have this information disseminated to the public through the industry so as to attract new tonnage to Hong Kong and clarify that no terminal handling charges (THC) would be applied to vessels other than container ships. The **Chairman** responded that it was the main objective of the study to disseminate all this factual information on MD's web site after the report was finalized. **Mr Tupper** added that it also had the effect of spreading the message to clear the public's mis-conception on the issue. The **Chairman** supplemented that it was possible to publicize the part on government and statutory charges as a first step and then further elaborated the rest of the information in the report at a later date.
- 3.1.4 **Mr Raymond Fan** said that public conception about Hong Kong's port competitiveness was rather vague and PMB would consider every conceivable plan against this perception like communicating with the industry and the local and international media on top of the web site dissemination. Since the information had originated from different sources in a piecemeal manner, he would like to work with members of the POC so as to link up with all relevant data to form a collective picture for the public. Hence, it could be put on the PMB's web site and sent out through e-mail. The **Chairman** shared the views and asked **Mr Francis Liu** to follow up and share the available information with PMB.

3.2 **POC Paper No. 6/02 Permanent Aviation Fuel Facility (PAFF) at Tuen Mun Area 38**

- 3.2.1 The **Chairman** said that the paper had been circulated to the PAC's members, and Airport Authority Hong Kong (AA HK) and their consultant should take account of the comments collected.
- 3.2.2 **Mr Ebrahim** briefed members on the background of the PAFF and highlighted the urgency of developing the facility to meet demand by 2006. The site at Tuen Mun Area 38 was found to be the preferred option in the site search exercise. Approval had been sought from the Country and Marine Parks Board and Town Planning Board under Statutory ordinances. Endorsement of the Environmental Impact Assessment Report under the Environmental Impact Assessment Ordinance had also been obtained.
- 3.2.3 **Dr Colwill** briefed members on the details of the Marine Traffic Impact Assessment (MTIA) including the findings, conclusions and recommendations. In essence, the presentation covered the requirements of the PAFF, a review of the objectives of the MTIA, the scope of works, the existing situation, the risk assessment, identified hazards, cost-benefit analysis and control measures

required. A series of navigation simulations were also conducted for two principal potential tankers approaching to and departing from the PAFF berth and the access for bulk carriers to berth at the Shiu Wing Steel Berth adjacent to the site so as to ensure safe operations could be maintained. In conclusion, with some mitigation measures, the PAFF could be constructed, commissioned and operated with no adverse impact on the marine safety environment.

- 3.2.4 **Mr Roberts** added that a formal fairway scheme within the Urmston Road currently stated in the MTIA would not form an integral part of the proposal nor was it a necessity for the safe operation of the PAFF. In the long term, along with other Urmston Road traffic, the safety of tankers approaching to and departing from the PAFF would benefit from such a fairway scheme. **Dr Colwill** supplemented that the risk level at the western waters would be brought down by implementing a fairway scheme according to the traffic projection. The traffic risk level should be monitored regularly so that the implementation of fairway scheme could be triggered and provided in good time to keep the risk to an acceptable level. This was subject to other factors that might arise such as introduction of the Tong Gu Channel.
- 3.2.5 In response to the **Chairman's** queries, **Dr Colwill** indicated that the conceptual plan was to extend the fairway from Ma Wan along Urmston Road. There might be a need to lay at least two buoys between Tap Shek Kok and east Sha Chau to demarcate the separation of traffic flow at the western extremity of the area.
- 3.2.6 Due to the increase of marine traffic in these areas, **Mr K M Lee** also added that MD had carried out a Study to look into the area of Ma Wan, Kap Shui Mun and North Lantau with a view to streamlining the flow of traffic and to better organize the fairway and deep water channel, etc. The Study concluded that traffic control measure at Kap Shui Mun should be implemented. This would come into effect in November this year. However, a system of fairway at North Lantau as proposed would cost billions of dollars due to substantial dredging requirements. After some discussion, AA HK confirmed that the fairway scheme was not a must for the PAFF and it would be removed from the MTIA report as a result.
- 3.2.7 **Mr Siu Wai-lim** said that HKPA would conduct further berthing trials at the Shiu Wing Steel Berth for another 6 to 10 months during construction of the PAFF jetty, as only a few successful berthing had ensued during the last trials. **Mr Siu** further added that if the condition proved to be unfavourable, the tidal window would need to be tightened up and employment of extra tugs might be required. According to the berthing simulation for the PAFF berth itself, no problem had been encountered so far. **Mr K M Lee** also reminded that AA HK had to bring to the attention of the Shiu Wing Steel Mill about the possibility of extra tug requirement under the future berthing guidelines, i.e. extra costs might be incurred during inclement weather conditions.
- 3.2.8 In response to **Mr Siu's** queries on the likely action to be taken by tankers during the passage of typhoon, the **Chairman** said that the issue was a matter of timing and could be resolved by drawing up a proper typhoon procedure.

Dr Colwill added that tankers berthed at the PAFF would have evacuation priority similar to coal carriers lying alongside the Castle Peak jetty. **Mr Siu** further asked whether there was any temporary sanctuary for PAFF tankers during foggy seasons.

- 3.2.9 In response to **Mr Siu's** queries, **Mr K M Lee** re-iterated that there was in fact neither a good holding ground nor a DG anchorage available at Urmston Road and therefore no suitable temporary sanctuary could be identified off North Lantau. During the approach of typhoons, tankers had to leave for South Lamma for anchoring. Furthermore, guidelines and standing instructions, etc. had to be drawn up for the transit of tankers to ensure safe passage from Ma Wan to the PAFF in future.
- 3.2.10 In clarifying **Mr Tupper's** queries about berthing restrictions at the PAFF caused by strong current, **Dr Colwill** said that the restrictions would only apply to Shiu Wing Steel Berth. In reply to **Mr Pooley's** queries, **Dr Colwill** said that the employment of two tugs for the berthing simulations was used to demonstrate the general safety level of the PAFF for pilots to develop and establish the berthing guidelines at a later date. **Dr Colwill** also stated that currents were less than two knots (the maximum current identified as viable for approaches) for 98% of the year.
- 3.2.11 **Mr Reuben Chung** asked whether there were any preventive measures to be introduced at the PAFF against ship impact. **Dr Colwill** said that the PAFF would be marked with navigational lights in accordance with IALA's requirements and protective dolphins would also be established and positioned at end of the jetty to protect the overall structure.
- 3.2.12 The committee endorsed the paper.

3.3 POC Paper No. 7/02 Central Reclamation Phase III (CRIII)

- 3.3.1 **Mr Varndell** briefed members on the scope, impact on marine activities and the programme for implementation of the project. In summary, the presentation covered the reprovisioning of marine facilities including Star Ferry Piers, Queen's Pier, public landing steps and other associated facilities within the site boundary and reprovisioning of the Government Helipad offsite. Brief descriptions on a wave-absorbing seawall to be introduced along the northern edge of the reclamation and a military berth for use by the Chinese People's Liberation Army Forces Hong Kong (PLA) were also made.
- 3.3.2 In response to **Mr Pooley's** queries on the construction method and marine traffic impact, **Mr Varndell** said that the contract was still at the tender stage. Although there was no specific restriction imposed on the contract, the contractor would have to follow the statutory requirements and conditions in the Environmental Permit for the project during the course of works. They would be required to contact MD for co-ordination of works in regard to marine safety and marine traffic management. Regarding the interim measures for pleasure vessels (PV) using the Queen's Pier during CRIII

construction, **Mr Varndell** said that a temporary navigational channel of at least 250m wide would be maintained so as to give sufficient room for PV to manoeuvre and keep clear of the crossing ferry traffic. In response to **Mr K M Lee**'s question, **Mr Varndell** answered that the maximum affected period would be about two years. The **Chairman** added that a close co-ordination between the contractor and MD would be required when the works commenced.

3.3.3 Replying to **Mr Russell**'s queries, **Mr Varndell** remarked that the PLA berth with 9.5m water depth was reserved for military purpose. **Mr S O Leung** supplemented that the landside area of the berth would be opened for public access when it was not in military use, but a foldable gate would be installed to enclose the area during military operations. Landscaping provisions would be arranged at the perimeter of the berth area to integrate it with the surrounding promenade.

3.3.4 **Mr Siu Wai-lim** raised his concerns on the types of working craft to be engaged for conveying dumping and filling materials and the routing of these craft. **Mr Varndell** said that it was hard to tell at this moment and the contractor would be required under the contract to liaise with MD for the co-ordination of works. It was further noted that the extent of the CR III Reclamation had been substantially reduced when compared with the original proposal, and the impact to marine traffic should accordingly be much lower with the current proposal.

4. Declaration of Interests

4.1 The **Chairman** briefed members that, for the sake of increasing the transparency of all Government Advisory and Statutory Bodies, members were requested to disclose their interests should they considered that there were potential conflicts of interests in a matter placed before the meeting. Guidelines for the reporting system together with a 'Register of Interests' form was circulated to members for reference and information.

4.2 The **Chairman** responded to **Mr Pooley**'s queries saying that a member was only required to make a declaration when he considered there was a potential conflict of interest in a particular area or subject to be discussed in the meeting.

5. Any Other Business

5.1 Port Congestion during last passage of typhoon

5.1.1 **Mr Russell** said that after the passage of the last typhoon, there was some delay at the Western Anchorage for about 48 hours afterwards. According to feedback from port users, it was quite unexpected based on past experience. The **Chairman** emphasized that MD was fully aware of the situation and the trend of vessels using anchorages instead of buoys. A plan for eliminating some under-utilized buoys and changing the area into an anchorage was in process. **Mr K M Lee** added that MD had received complaints from various parties already. Although the number of ships and tonnage recorded had decreased last year, the so-called congestion was often found in the anchorages

Annex

Amendments to
the Draft Minutes of the 39th meeting held on 15 May 2002

Number	Paragraph	
1	Para. 3.1.7 Line 12	Delete “produced by HUD”. (Proposed by Mr Pooley , POC Member)
2	Para. 3.2.4 Line 7 to 9	Replace the sentence “ Mr Pooley further advised ... all miscellaneous expenses.” with “ Mr Pooley further advised that the average cost between three tug companies for berthing at Caltex, Tsing Yi (4 for berthing and 3 for unberthing) was about US\$8,800 after taking into account all miscellaneous expenses.” (Proposed by Mr Pooley , POC Member)
3	Para. 3.2.5 Last sentence	Amend the last sentence with “Apart from the capesize and panamax size vessels calling the CLP power station at Tap Shek Kok and the HEC power station at Lamma Island, other bulk carriers calling at Hong Kong seldom used tugs for berthing and unberthing operations, i.e. used the anchorages or buoys only.” (Proposed by Mr Pooley , POC Member)