

Minutes of the 41st POC Meeting

Date : Wednesday, 11 December 2002

Time : 1100 hours

Venue : MD VIP Launch “Tin Hau”

Present	Mr S Y Tsui	Chairman
	Mr K M Lee	Member
	Mr Raymond Chung	(on behalf of Secretary, PMB)
	Mr Reuben Chung	Member
	Mr Sunny Ho	(on behalf of Mr Jeffrey Lam)
	Miss Natalie Or	(on behalf of Mr Terence Tse)
	Capt K W Pang	Member
	Mr Chris Pooley	Member
	Mr Terence Sit	Member
	Mr Raymond Yuen	(on behalf of Mr David C S Ho)
	Mr H B Chan	Secretary
In attendance	Mr Francis Liu	MD
	Mr K M Fung	MD
	Mr L K Szeto	MD
	Mr K M Leu	MD
	Mr K L Lee	MD
	Mr C T Lai	MD
	Mr Maurice Pau	MD
	Mr William Yeung	MD
	Mr Daniel Lam	Electronic Data Systems HK (EDS)
	Mr Y C Lam	EDS

Apologies	Mr Lee Ching-chiu	Member
	Mr Anthony Loo	Member
	Mr Eddy Ma	Member
	Mr Neil Russell	Member
	Mr Young Yick Sing	Member

1. Open of Meeting

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

- (i) **Miss Natalie Or** representing the Wharf and Godown Operators on behalf of **Mr Terence Tse**
- (ii) **Mr Raymond Yuen** representing the Local Ferry Operators on behalf of **Mr David C S Ho**

2. Confirmation of Minutes of the Last Meeting

2.1 The minutes of the 40th meeting held on Wednesday, 25 September 2002 were confirmed without amendment.

3. New Items

3.1 POC Paper No. 8/02

Progress on the Container Terminal 9 (CT9) Development Project

3.1.1 **Mr L K Szeto** briefed members on the progress of the CT9 Development Project. In summary, more than 80% of the dredging works for the site areas, the Rambler Channel and the Northern Fairway (NF) had been completed. The re-alignment of the NF and the adjacent anchorages including the Western Quarantine and Immigration Anchorage and the Western Dangerous Goods Anchorage was gazetted on 7 July 2002 and the aim was to bring into operation the re-alignment in March 2003 by another gazettal. The first berth would be available for operation in the 2nd quarter of 2003 whilst the last (6th) berth would be completed by the 3rd quarter of 2005.

3.1.2 In response to **Mr Pooley's** queries, **Mr L K Szeto** said that the re-alignment of the NF southward was to line up the approach to the Kwai Chung (KC) Container Terminal Basin and also provide more manoeuvring room for tankers to and from the China Resources Company (CRC) Oil Terminal as well as for vessels calling at the future marine basin adjacent to the CRC Oil Terminal. **Mr K M Lee** added that the proposal of widening the NF would give rise to extra dredging at substantial cost. **Mr L K Szeto** clarified that the marine basin was designed for the use of various shipping utilities like the

Tsing Yi (TY) Chemical Waste Treatment Facility, etc.

- 3.1.3 In reply to **Mr Raymond Chung's** queries regarding the effect of the re-alignment on the high speed ferry route at the western part of the NF, **Mr L K Szeto** responded that relevant committees and all concerned parties had been widely consulted before the configuration of the NF was finalised. **Mr K M Lee** supplemented that the new alignment had its merit in avoiding high speed craft passing too close to the oil terminals when compared with the existing fairway. **Capt Pang** shared the view adding that it would also have the merit that large container ships approaching the KC Container Terminal would not have to take a sharp turn at south of TY after the re-alignment was put into operation. **Capt Pang** further added that one way traffic control was effectively implemented during the construction period and the flow of marine traffic was expected to be much better when the re-alignment was in operation.
- 3.1.4 In response to **Mr Reuben Chung's** concern, **Mr K M Lee** replied that no restriction would be imposed on vessels using the marine basin next to the CRC Oil Terminal unless there was a significant impact on traffic safety. **Mr Francis Liu** supplemented that the anticipated traffic to the marine basin would be low, and the impact had been taken into account and addressed in the marine impact study.
- 3.1.5 Upon **Mr Pooley's** request, it was agreed that members would be provided with details of the marine basin in the next meeting including the purpose of the basin, type of vessels using the basin, the management and operations, etc.

3.2 POC Paper No. 9/02 Information Paper on Maritime and Port Security

- 3.2.1 **Mr K L Lee** briefed members on the proposal of the maritime and port security requirements, and their possible implications to port operations. **Mr. Lee** also mentioned the proposed measures which would be discussed in the Diplomatic Conference held in the IMO meeting from 9 – 13 December 2002. The requirements, if adopted would likely become mandatory under the SOLAS with effect from 1 July 2004.
- 3.2.2 The **Chairman** remarked that the proposal covered two areas, i.e. security for ships and for port facilities. Regarding the security measures onboard ships, MD would delegate the work to recognized classification societies in connection with Hong Kong Registered ships. As far as port security was concerned, Marine Police (Marpol) was the competent authority and would lead a team or a committee to work on the port facility security plan.
- 3.2.3 **Mr Pooley** said that the main problem was balancing the port operation efficiency with the demand for security inspections that would cause delays. The **Chairman** shared his concern and said that Hong Kong had an obligation to follow these requirements under the SOLAS though Hong Kong was not likely to be attacked.
- 3.2.4 In response to **Capt Pang's** query, **Mr K L Lee** said that foreign naval ships

visiting Hong Kong required the prior approval of the Central People's Government. **Mr K L Lee** added that the Marpol had already had a security system in place to handle foreign naval ships within Hong Kong waters.

3.2.5 After some discussion, the **Chairman** re-iterated that Hong Kong had to wait for the outcome of the IMO meeting and follow the SOLAS requirements in a practicable manner.

3.3 **POC Paper No. 10/02**

Feasibility Study on Establishing an Electronic Business System (EBS) for Handling Port Formality Documents and Related Services – Summary of Study Result

3.3.1 **Mr Daniel Lam** provided members with the summary results of the study completed in November 2002. In essence, the study concluded that it was feasible and justified in terms of cost for implementing the proposed EBS, which would provide a round-the-clock electronic submission channel by means of an Internet platform connected to MD's backend systems for handling port formality documents and related services for the shipping community. It was recommended the EBS be implemented in two phases: Phase 1 to be commenced in January 2003 whilst Phase 2 to be implemented in 2005 depending on the take-up rate of Phase 1.

3.3.2 In response to **Mr Sunny Ho's** queries, the **Chairman** said that the EBS would be run by MD for handling port formality documents. Depending on the future development of the EBS, it would firstly start with MD and then connect to other government departments for other related services. The industry could simply access the system through Internet but they had to register with MD as a user.

3.3.3 **Mr Pooley** said that the EBS should be adaptable onboard ships so that when they were going to leave Hong Kong, the relevant documents could be printed out for next port. Members shared his view.

3.3.4 The **Chairman** replied to **Mr Sunny Ho's** question that the EBS might become mandatory depending the development of the system and its acceptability to the trade.

3.3.5 **Mr Raymond Chung** said that there should be some means or incentives to encourage the trade to use this system instead of the existing paper-based system. **Mr K M Lee** responded that the EBS would likely become mandatory if the trial of the system was found to be successful in achieving its main objective of enhancing efficiency and saving of costs. **Mr K M Lee** further quoted the experience learned from the declaration of DG manifests that the paper-based system should be given away once the EBS was proved to be successful so as to avoid duplication of unnecessary works.

3.4 Assessment of Typhoon Shelter Space Requirements 2002 – 2021

- 3.4.1 **Mr Maurice Pau** presented to members the summary findings of the Year 2002 assessment on typhoon shelter (TS) space requirements. In essence, the current supply of sheltered space was 414 ha, which was sufficient for meeting the current demand. However, a short fall of 44 ha was expected by 2006 and this was mainly attributed to the loss of TS space under the Wan Chai Development Phase II and the South-east Kowloon Development Project. Planning work for a new typhoon shelter should be commenced as soon as possible.
- 3.4.2 The **Chairman** said that members might recall that a new TS would only be required by 2016 based on the last year's assessment. However, due to the latest harbour developments in South-east Kowloon and Causeway Bay, about 30 ha of TS space would be lost and a new TS would be required before 2006.
- 3.4.3 In addition, a letter was received from **Mr. Lee Ching Chiu** representing the Hong Kong Cargo-Vessel Trader Association. **Mr. Lee** could not attend this meeting and his letter was tabled for members' reference. **Mr Maurice Pau** briefly responded to **Mr Lee's** views as follows:
- i) The forecast demand was based on data going back some 30 years. Detailed river trade data had become available only since 1998. These data would be included in the forecast of demand for barges/lighters later. Of the mid-stream operations, river trade accounted for about 10% of the container throughput.
 - ii) The basin of the Government Dockyard had a size of 8 ha; whilst the Government fleet required about 7 ha; that represented a small proportion of TS supply/demand and would make very little difference whether or not it was included in the assessment. It was thus excluded from the 2003 TS Assessment.
 - iii) The average size of local barges/lighter quoted in the Assessment report was based on MD's records, covering all Class II vessels that included many kinds of barges and lighters. The smallest container lighter working in the mid-stream of 16m x 45m quoted by **Mr. Lee** was amongst those vessels covered in the calculation of the average.
 - iv) Based on survey in 2000, 10% of the locally licensed vessels were absent from the port during typhoon passage. Observations during occasions when Signal 8 was hoisted for the period from 1999 to 2002, indicated there were still space in most of the TSs. Historically, a larger percentage of local vessels were absent from the port during typhoon passage when the fishing fleet accounted for a much larger proportion of the local fleet. Over the years, a downtrend in the absent local vessels was noted and the model was adjusted accordingly, the last adjustment being in 2000 based on the 10% survey result and observations of typhoon shelters.
 - v) Based on MD's vessel trip records, only 1 to 2 fishing or cargo vessels

flying the flag of Taiwan, South Korea, Indonesia, Philippines, Cambodia stayed in Hong Kong Waters during the typhoon periods in 2001.

- vi) It was not the case that only 5/8 of the total area of the 6 selected TS / sheltered anchorages was available for use by barges/lighters during typhoon passage because there was no restriction imposed on the usage of TS by different types of vessels.

3.4.4 **Mr Francis Liu** responded to **Mr K M Lee**'s queries and stated that the shelter space requirements of river trade vessels during the passage of typhoons had already been taken into account in the forecast. **Mr Maurice Pau** added that the space requirements of Mainland river trade and coastal vessels were forecast based on the past records. In fact, a large proportion of the forecast growth in demand was for meeting the increasing requirements of Mainland vessels.

3.4.5 **Mr K M Lee** asked whether there was any comparison between the forecast and the actual figures. **Mr Maurice Pau** replied that MD had kept observations and made comparisons on the utilization of TS space.

3.4.6 Replying to **Mr Pooley**'s query on the occupancy rate of Hei Ling Chau (HLC) TS, **Mr K M Lee** said that the HLC TS was yet to be tested by the onslaught of a severe typhoon during the last few years. So far, about one quarter of the HLC TS was used by some laid up vessels. In response to **Mr Pooley**'s query concerning fishing vessels, **Mr Maurice Pau** said that notable decreases had been observed in the number of fishing vessels over the past decade. The demand of fishing vessels for TS space was forecast to be on a declining trend.

3.4.7 The **Chairman** re-capitulated that the assessment would be done annually and the 10% tolerance was acceptable based on the historical records. The Government should now start to plan for a new typhoon shelter to cope with the anticipated shortfall arising from the harbour developments. **Mr Sunny Ho** supported that the assessment should be kept update once a year to take into account of the changes in the coming years, such as the Pearl River West Link to Mainland and Macau.

4. Any Other Business

4.1 No other business was raised.

5. Date of Next Meeting

5.1 The date of the next meeting would be advised in due course.

6. Close of Meeting

6.1 The meeting was closed at 1250 hours.

Confirmed this day of 2003

Chairman

Secretary