

Minutes of the 47th POC Meeting

Date: 4 February 2005 (Friday)

Time: 1030 hours

Venue: Conference Room 'A', 24/F., Harbour Building, 38 Pier Road Central.

Present	Mr. Roger TUPPER	Chairman
	Mr. K M LEE	Member
	Mr. Terence TSE	Member
	Mr. Y S YOUNG	Member
	Mr. P Y LI	Member
	Mr. Albert WONG	Member
	Mr. Harry LAM	Member
	Mr. Raymond FAN	Member
	Mr. Y P SHUM	(on behalf of Capt. Y K SO)
	Mr. Sunny HO	(on behalf of Mr. Clement YEUNG)
	Mr. T K CHEUNG	(on behalf of Mr. KWOK Kam Tung)
	Mr. Michael YUK	(on behalf of Mr. KU Chi Mun)
	Mr. Peter NG	(on behalf of Mr. Neil RUSSELL)
	Mr. K K LAU	Secretary
In Attendance	Mr. Y H LEE	MD
	Mr. Simon HO	MD
	Mr. Rod COLSON	HKP
Apologies	Mr. Terence SIT	Member

Mr. W L LAU

Member

1 Open of Meeting

- 1.1 **The Chairman** welcomed all to the meeting.

2 Confirmation of Minutes of the Last Meeting

- 2.1 Re: Section 3.3.5 of the minutes – **Mr. K M LEE** explained to members that under present circumstances MD did not have sufficient resources to process the setting up of the working group. He expected that the working group would be formed in the second half of the year and would report the progress in the next meeting.
- 2.2 The minutes of the 46th meeting held on 7 October 2004 were endorsed without amendment.

3 Items for members' information

- 3.1 Enhancement of Security in Hong Kong Waters
- 3.1.1 **Mr. Rod COLSON** of the Police introduced the Versatile Maritime Policing Response (VMPR) system to the members. After the briefing members expressed their support for the new strategy. Mr. COLSON encouraged the members to advise their industry colleagues of the VMPR system and to contact him if they had any other questions.

4 New Items

- 4.1 **POC Paper No. 1/05**
Assessment of Typhoon Shelter Space Requirements, 2004-2021.
- 4.1.1 **Mr. Y H LEE** briefed members on the findings of MD's review on the demand and supply of typhoon shelter space

and the updated forecasts up to 2021. The review indicated that the present supply of typhoon shelter and sheltered anchorage spaces would be able to meet the demand within the forecasting horizon. The key factor for determining the timing for provision of new typhoon shelter would depend very much on the reviews of the development projects at Wan Chai (Phase-2) and South East Kowloon.

- 4.1.2 **Mr. Peter NG** asked and **the Chairman** replied that the result of the consultation of the Wan Chai and South East Kowloon projects could affect Causeway Bay, Kwun Tong and Kowloon Bay typhoon shelters. **The Chairman** urged the industry to voice their concerns on any loss of typhoon shelter space during the consultations.
- 4.1.3 In choosing sites for reprovisioning of typhoon shelter, **the Chairman** said that available locations would not be close to the harbour because the harbour area was already committed and the majority of the community prefer typhoon shelters to be sited as far away from the urban area as possible. However, ferry operators would continue to need to be allocated moorings close to their routes as ferries were always the last group of vessels to seek shelter during the passage of a typhoon.
- 4.1.4 **Mr. Sunny HO** asked and **Mr. Y H LEE** replied that there were two factors affecting the demand of shelter spaces. Firstly, the number of local vessels was decreasing whilst the average size of new builds was found to be bigger. Secondly, slight increase in number of mainland vessels was observed that balanced out the decrease in number of local vessels. The overall effect gave a slight increase in future demand of typhoon shelter space.
- 4.1.5 In response to **Mr. Sunny HO**'s concern on the traffic management in typhoon shelters during the passage of typhoon, **Mr. K M LEE** replied that after the hoisting of No. 1 typhoon signal and before the shutdown of port operations, MD's patrol boats would be stationed in the typhoon shelters to regulate the traffic. When the signal was lowered, the patrol boats would still station there to monitor the situation.

Mr. LEE further said that the port operations would not be resumed right away as pilots had to bring ships back to their berths. **The Chairman** supplemented that barges were not self-propelled and required tugs to tow them out of the shelters which staggered the departure of barges from the typhoon shelters.

4.1.6 In response to **Mr. Y P SHUM's** concern regarding whether locally licensed vessels should have priority over mainland vessels in using typhoon shelters, **the Chairman** replied that during typhoon passage, MD's prime concern would be on vessels' safety. All vessels would be treated equally. However, MD would, as far as practicable, reserve some areas for the late coming ferries.

4.1.7 After discussion, the committee endorsed the paper.

4.2 **POC Paper No. 2/05**

Study on the Next Generation of Large Containerships and its Potential Implications for the Port of Hong Kong.

4.2.1 **Mr. K P HO** briefed members on the findings of this in-house study, which was an update to the study completed in 2002. **Mr. HO** told members that the trend for optimal sizes of next generation containerships 12,500 TEUs were length 380-400m, breadth 53-60m, draft 14.5-15m. There was an indication that these mega ships would come on stream in the latter part of this decade. In terms of quay length and crane outreach, Hong Kong would be capable of receiving these mega ships. However, studies would be ongoing to maximize the adequacy of our channel water depth to cater for these ultra large containerships and the space for their swinging in Kwai Chung Basin such as the DUKC Study now underway.

4.2.2 **Mr. Raymond FAN** commented that the Government and the industry should work together to make sure the findings and recommendations of this study were looked at fully. Recommendations should be effected as soon as possible in order that the port of Hong Kong could be well prepared for

receiving these mega ships. He requested the presentation to be presented to PDC and MIC.

- 4.2.3 As for the under-keel clearance requirements, **Mr. Y P SHUM** advised that it would be more appropriate to have separate requirements for the channels and for the berths. The existing requirement of 10 percent of vessel draft might not be safe enough for the passage through the channels by these mega ships. Mr. SHUM also doubted the adequacy of space for turning a 400m vessel inside a basin of 800 meters in width. The width would further reduced when the surrounding berths were occupied. **The Chairman** replied that MD would further explore these issues.
- 4.2.4 **Mr. Peter NG** commented that the Government should ensure the preparation works be completed well before the phasing in of these mega ships. **The Chairman** replied that MD would look into these issues in great detail.
- 4.2.5 After discussion, the committee endorsed the paper.

5 Date of the Next Meeting

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

6 Close of Meeting

- 6.1 The meeting was closed at 1205 hours.

Confirmed this day of 2005

Chairman

Secretary