

## Minutes of the 52<sup>nd</sup> POC Meeting

**Date:** 31 August 2007 (Friday)

**Time:** 1130 hours

**Venue:** VIP Launch “Tin Hau”

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<b>Present</b>	Mr. Roger TUPPER	<b>Chairman</b>
	Mr. Tony LAI	Dockyard and Harbour Tug Operators
	Mr. S.C. MO	HK Cargo-Vessel Trader Association
	(On behalf of Mr. Albert WONG)	
	Mr. Dennis NGAI	HK Container Terminal Operators Association
	(On behalf of Mr. Harry LAM)	
	Mr. Peter CHEUNG	HK General Chamber of Commerce
	Mr. Peter NG	HK Liner Shipping Association
	Mr. S.H. PAU	HK Pilots Association
	Mr. L.C. CHAN	HK Ship Owners Association
	Mr. T.K. CHEUNG	Local Ferry Operators
	Mr. K.M. FUNG	Transport and Housing Bureau
	(On behalf of Ms. Janice TSE)	
	Mr. David BLOOMFIELD	Civil Engineering and Development Department
	(On behalf of Mr. W.L. LAU)	
	Mr. T.C. SIN	Marine Department
	Mr. Frankie LAM	Secretary

### **Presenter of POC Paper No. 4/07 :**

Mr. L.Y. BUTT                      Marine Department

### **Presenter of POC Paper No. 5/07 :**

Mr. M.K. CHAN                      Marine Department

### **Presenter of POC Paper No. 6/07 :**

Mr. K.L. WONG                      Marine Department

**Presenter of POC Paper No. 7/07:**

Mr. Michael CHAU                      Marine Department

**In Attendance**    Mr. Francis LIU                      Marine Department

**Apologies**            Mr. Sunny HO                      HK Shippers' Council  
                              Mr. C.M. KU                        Oil Industry  
                              Mr. Terence TSE                    Wharf and Godown Operators

**1.            Opening Remarks**

**Mr. Dennis NGAI** welcomed all to the meeting and introduced **Mr. Harry LAM** who was attending POC for the first time on behalf of the Hong Kong Container Terminal Operators Association.

**2.            Confirmation of Minutes and Matters Arising from the Last Meeting**

2.1            The typo in the heading: Minutes of the “51<sup>th</sup>” POC Meeting should be corrected to “51<sup>st</sup>”. No further amendments were received and the minutes of the 51<sup>st</sup> POC meeting were confirmed.

2.2            **Mr. Peter NG** (HK Liner Shipping Association) asked when the report on Port Benchmarking Study could be released to the industry, **Mr. K.M. FUNG** (Transport and Housing Bureau) responded that the report would be released after being endorsed by the Port Development Council.

**3.            New Items**

**POC Paper No. 4/07**

**Marine Works to Enhance the Traffic Flow Through the Waterway of North Lantau**

**Mr. L.Y. BUTT** (Marine Department) (MD) presented the paper. **Mr. BUTT** briefed members that the proposed marine works mentioned in POC Paper No. 5/06 had been completed. These marine works included relocation of CP4, CP5, CP6 and CP8, and removal of

5 high spots of less than 15 meters in depth along the channel in north Lantau waters. A chart showing these positions was presented by **Mr. BUTT** and was attached as 'Supplementary Information to POC Paper No. 4/07'. **The Chairman** enquired about the sounding after the removal of the high spots, **Mr. BUTT** responded that sounding result was being awaited from the Civil Engineering and Development Department (CEDD) thence relevant charts would be updated accordingly.

(Post-meeting note: CEDD had forwarded the sounding survey results to MD's Hydrographic Office on 12 September 2007.)

### 3.2 **POC Paper No. 5/07**

#### **Recent Development of Ultra Large Container Ships**

3.2.1 **Mr. M.K. CHAN** (MD) presented the paper. **Mr. CHAN** briefed members on the recent development of the Ultra Large Container Ships (ULCS) further to POC Paper No. 4/06. He said that the commissioning of the Maersk E-Class Ships had accelerated the ordering of ULCS. He also presented the principal dimensions of the Maersk Ships and new class of CMA CGM Ships. Noting the length, breath, depth and draught of the recently ordered ULCSs, they were considered to fall within the range of the previous predictions made in POC Paper No. 4/06, the difference being the size of the ULCS fleet. In terms of the capability of the port of Hong Kong to receive these ships, experience of the present ULCS class showed these ships could enter the Kwai Tsing container basin with sufficient water and pass beneath the future Stonecutters Bridge without difficulties at their present operating drafts. The recent arrival and departure draught records for Maersk E-Class Ships, which ranged from 9.6 to 12.8 metres, were presented for members' information and were attached as 'Supplementary Information' to POC Paper No. 5/07.

3.2.2 **Mr. L.C. CHAN** (HK Ship Owners Association) said that some vessels of his shipping company departed for Long Beach with drafts over 14 metres which was near to the dredged depth. **Mr. S.H. PAU** (HK Pilots Association) added that routine dredging of the container basin had to be done to maintain the depth, in particular for berths No. 1, 2 and 5. **The Chairman** said that MD would keep in view the trading patterns of ULCSs especially those on the trans-pacific trade last porting in HK. **Mr. Peter NG** (HK Liner Shipping Association) (HKLSA) expressed that on several occasions, vessels of his company had to wait for high tide to depart from Kwai Tsing container basin. **The**

**Chairman** responded that POC Paper No. 4/06 in common with to-days Paper indicated that HK was facing the need to consider further dredging and this would be reflected to the Port Development Council (PDC) in due course. In order to assist the PDC in its considerations he requested the HKLSA to provide MD with data on sailing drafts from Shenzhen ports to supplement the information provided in this Paper on sailings from Kwai Chung. After consulting **Mr. David BLOOMFIELD** (Civil Engineering and Development Department), he further commented that at least two years lead-time would be required for the necessary approval processes before dredging could commence. **Mr. PAU** pointed out that keeping the container basin deep enough was necessary in order to maintain the competitiveness of the port of Hong Kong. **Mr. NG** further noted that ULCSs of his company would not be able to use the Ma Wan Channel due to the air draught limitation of the Tsing Ma Bridge.

### 3.3 **POC Paper No. 6/07 Proposed Liquefied Natural Gas Receiving Terminal and Associated Facilities**

3.3.1 **Mr. K.L. WONG** (MD) presented the paper. **Mr. WONG** briefed members on the proposed Liquefied Natural Gas (LNG) receiving terminal, the LNG carriers, pipeline routes and shipping route to South Soko Terminal. He also supplemented that the Environment Impact Assessment only dealt with the environmental acceptability of the LNG project. Other aspects of the project, including its Financial Plan under the Scheme of Control Agreement and its compliance with other regulations in Hong Kong, had yet to be assessed and approved by Government before Castle Peak Power Company Limited could proceed with the project.

3.3.2 **Mr. T.K. CHEUNG** (Local Ferry Operators) expressed that he would like to be kept informed of developments and details of marine works as they would affect local launch demand and routes. **Mr. S.H. PAU** (HK Pilots Association) said that he would liaise with the Vessel Traffic Centre in respect of navigation of LNG carriers in approaching the LNG terminal at South Soko Island, especially during the south west monsoon and typhoon seasons.

### 3.4 **POC Paper No. 7/07 E-Business System Project Phase II**

3.4.1 **Mr. Michael CHAU** (MD) presented the paper. **Mr. CHAU** briefed members on the progress of the e-Business System Project Phase II

(eBS II). In addition to the benefits to the Shipping Industry stated in the paper, he also supplemented that an eBS PORTAL would be put on the internet which would include a front page introduction (with areas), pre-arrival notification, application status query and the system overview. He said that the project was expected to be completed and ready for a trial launch by March and fully operational by early April 2008.

3.4.2 **Mr. Peter CHEUNG** (HK General Chamber of Commerce) enquired whether a paper port clearance was required for ships departing Hong Kong using the e-business function. **Mr. T.C. SIN** (MD) responded that on departure, the Master would only need to advise VTC of the port clearance number. However, the agent/master could print out a hard copy from the system for use at the next port if considered necessary. **The Chairman** added that MD could quote the number of the port clearance if requested by other port. **Mr. L.Y. BUTT** (MD) said that such information could be found on the internet and whether a hard copy of the port clearance was required would depend on the requirement of the next port. **Mr. CHEUNG** also asked whether the eBS II was a one stop service for relevant Government departments, **The Chairman** responded that the eBS II would provide a one stop service for Marine requirements such as dangerous goods manifest submission.

3.4.3 **Mr. Peter NG** (HK Liner Shipping Association) suggested that during the design stage of the eBS II, a hyperlink connecting to HK Pilots Association and towing companies might be considered to facilitate communication efficiency in port. **The Chairman** said that the function of the eBS was designed only for Government functions and MD services. Other additional functions would be considered as appropriate after eBS was operational. He noted that the DTTN was in operation for both commercial and government cargo documentation and the provider of this service could be approached to deliver new services. **Mr. S.H. PAU** (HK Pilots Association) said that his Association was having a trial on linking their system with shipping companies and he asked would it be possible for the eBS to have hyperlink with their system in future. **The Chairman** responded that it could be considered in due course. **Mr. NG** expressed that the industry would like to contribute from user point of view on the eBS II. **Mr. T.C. SIN** (MD) responded that the trial runs were planned for them to do so.

#### 4. Any Other Business

**Mr. K.L. WONG** (MD) informed members that the deck lift operation including an operation trial for the Stonecutters Bridge would commence soon and was expected to complete by the end of 2008. He also said that the air draught limitation for the bridge would be 68.5 metres.

**Mr. S.H. PAU** (HK Pilots Association) said that in the last typhoon, the signal changed from No. 3 to No. 8 within two hours. Pilot service suspension was announced to be 1600 hours and in fact the last piloting service finished at 2100 hours which was not a favorable situation. His Association would discuss with VTC on the issue soon. **The Chairman** noted that typhoon evacuation was a critical issue and the HK Observatory did try to give adequate notice of Signal No. 8. He also informed members that the evacuation process for Shenzhen Bay had been discussed with the Shenzhen and Shekou Marine and Transport authorities in May this year. **Mr. Tony LAI** (Dockyard and Harbour Tug Operators) said that in the past six months, there were approximately 3900 tug moves engaged in the Ma Wan area. He wondered what would be the effect on the traffic in the Ma Wan area due to the operation of the Tonggu waterway. **The Chairman** said the MD had discussed with the Shenzhen and Shekou Marine and Transport authorities in May this year on vessel movements at Ma Wan and North Lantau after the Tonggu waterway opened and new berths came on stream in Shenzhen Bay. Whilst the Mainland authorities had yet provided a prediction of the traffic changes it was agreed that collaboration would be required to establish an integrated passage planning system between Hong Kong and Shenzhen.

**5. Date of next Meeting**

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

**6. Close of Meeting**

The meeting closed at 1245 hours.

Confirmed this 1st day of February 2008

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**Chairman**

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**Secretary**