

Minutes of the 53rd POC Meeting

Date: 1 February 2008 (Friday)
Time: 0930 hours
Venue: Rm A, 24/F, MD Headquarters

Present	Mr. Roger TUPPER	Chairman
	Mr. Tony LAI	Dockyard and Harbour Tug Operators
	Mr. S.C. MO	HK Cargo-Vessel Trader Association
	(On behalf of Mr. Albert WONG)	
	Mr. Harry LAM	HK Container Terminal Operators Association
	Mr. Raymond CHENG	HK General Chamber of Commerce
	(On behalf of Mr. Peter CHEUNG)	
	Mr. Peter NG	HK Liner Shipping Association
	Mr. S.H. PAU	HK Pilots Association
	Mr. Sunny HO	HK Shippers' Council
	Mr. L.C. CHAN	HK Ship Owners Association
	Mr. T.K. CHEUNG	Local Ferry Operators
	Ms. Flora LAU	Oil Industry Representative Committee
	(On behalf of Mr. C.M. KU)	
	Ms. Janice TSE	Transport and Housing Bureau
	Mr. T.C. SIN	Marine Department
	Mr. Frankie LAM	Secretary

Presenter of POC Paper No. 1/08 :

Mr. K.C. CHAN Marine Department

Presenter of POC Paper No. 2/08 and 3/08 :

Mr. F.L. CHEUK Marine Department

Apologies

Mr. Terence TSE Wharf and Godown Operators
Mr. W.L. LAU Civil Engineering and Development Department

1. Opening Remarks

The Chairman welcomed all to the meeting and introduced **Mr. Raymond CHENG** who was attending POC for the first time on behalf of **Mr. Peter CHEUNG** to represent the Hong Kong General Chamber of Commerce.

2. Confirmation of Minutes of Last Meeting

No further comments were received and the minutes of last meeting were confirmed.

3. Follow-up Action on Matters Arising from the 51st and 52nd Meeting

51st Meeting

- 3.1 Paragraph 3.2 – POC Paper No. 2/07 – Port Benchmarking Study for Assessing Hong Kong’s Maritime Services and Associated Costs with Other Major International Ports: Members requested to get a copy of the study report. The Chairman said that the Report and POC Paper No. 2/07 had been posted on MD’s website: <http://www.mardep.gov.hk/en/publication/otherept.html>. The Secretary said that he would e-mail the link to members shortly after the meeting for ease of reference.

52nd Meeting

- 3.2 Paragraph 3.2 – POC Paper No. 5/07 – Update of Study on the Next Generation of Large Containerships and Its potential implications for the Port of Hong Kong: Members enquired the necessity of dredging to greater depth inside the Kwai Chung Container Basin to receive the Ultra Large Container Ships. **The Chairman** said that the Port Development Council agreed and MD had been tasked to start studying the issue in January. Views from the Civil Engineering and Development Department (CEDD) would be sought. He also informed members that the study report and POC No. 5/07 had been posted on the same website as above.

- 3.2.1 **Mr. Peter NG** (HK Liner Shipping Association) (HKLSA) asked the timeline of the dredging project. **The Chairman** responded that CEDD had been asked to draw up a programme and he expected to have a better idea by summer. **Mr. NG** also said that he learnt that the

Hongkong International Terminals was going to dredge one metre deep alongside berths, based on present -15.5 metres chart datum (declared -15.0 metres to shipping industry). **Mr. NG** also queried based on known ULCS maximum draft of 15.5 to 16.0 metres, whether the Kwai Tsing container port being proposed to be dredged to -16.5 metres was a practical approach/decision. **The Chairman** replied that the view of the Port Development Council was to dredge to -16.5m and that the exact dredging level would be finalized giving reference to the Under-keel Clearance Study which had been discussed by POC.

- 3.2.2 **Mr. Harry LAM** (HK Container Terminal Operators Association) (HKCTOA) said that when container terminals applied to the Environmental Protection Department (EPD) for maintenance dredging or deepening dredging in the vicinity of their berths or terminal basin, EPD seemed to be taking long time to conduct the environmental impact assessment and issue a dumping permit. He enquired whether relevant Government departments would be able to align amongst each other to speed up the processes. **The Chairman** replied that Marine Department (MD) would request EPD to give urgency on such cases.

[Post-meeting notes: Based on the information provided by **Mr. Harry LAM**, relevant staff of EPD were contacted in May 2008 and requested to give urgency on such cases who responded that the permits were issued in accordance with the established procedures in a timely manner subject to the supplied information and reports were sufficient.]

- 3.3 Paragraph 3.3 – POC Paper No. 6/07 – Proposed Liquefied Natural Gas Receiving Terminal and Associated Facilities at Soko Island – **The Chairman** said that some marine site investigation works had been undertaken in the past few months.
- 3.4 Paragraph 3.4 – POC Paper No. 7/07 – E-Business System Project Phase II – **The Chairman** said that the proposed system trial launch in March and full operation by early April were still on schedule. He welcomed any constructive comments from members.

4. New Items

4.1 POC Paper No. 1/08

Control of Smoke Emission from Vessels in the Waters of Hong Kong.

- 4.1.1 **Mr. K.C. CHAN** (MD) presented the paper. **Mr. CHAN** briefed members that legislative amendments were proposed to incorporate provisions in the Shipping and Port Control Regulations (Cap. 313A) and

the Merchant Shipping (Local Vessels)(General) Regulation (Cap. 548F) in particular that any vessel was prohibited from emitting dark smoke which was as dark as or darker than Shade 1 on the “Ringelmann Chart” for more that 3 minutes continuously at any one time. **The Chairman** added that this proposal was to raise the acceptable smoke emission standard from Shade 2 to Shade 1 of the “Ringelmann Chart”.

4.1.2 **Mr. Peter NG** (HKLSA) enquired about the comparison in the smoke emission standard with nearby countries. **The Chairman** responded that the new proposed standard would be similar to other regional countries such as Japan and Singapore. He added that the adoption of the proposal would not contradict International Maritime Organization’s regulations for the prevention of air pollution from ships, i.e. MARPOL Annex VI. The paper was endorsed by members.

4.2 **POC Paper No. 2/08**

Special Mark Light Buoys in Western Dangerous Goods Anchorage (WDGA).

4.2.1 **Mr. F.L. CHEUK** (MD) presented the paper. **Mr. CHEUK** advised members that the objective of laying the special mark light buoys was to reduce damage to the diffusers and submarine outfall lying on the seabed of the WDGA. He used power point presentation to illustrate the integral parts of the diffusers and their positions on chart. He added that Marine Department Notice had been promulgated to advise the industry to avoid anchoring and bottom trawling in the area bound by the buoys. The effectiveness of laying the buoys would be reviewed in one year by the Drainage Services Department and members would be informed of the review. Members endorsed the trial scheme.

4.3 **POC Paper No. 3/08**

Establishment of Backup Centre for VTC and MRCC.

4.3.1 **Mr. F.L. CHEUK** (MD) presented the paper. **Mr. CHEUK** briefed members that MD had planned to establish a backup centre for the Vessel Traffic Centre (VTC) and Maritime Rescue Coordination Centre (MRCC) at the Ma Wan Control Station (MWCS). The backup centre would enable continuation of the VTC and MRCC services in case of emergency that required forced evacuation of these two Centres. He illustrated the MD plan by the assistance of power point presentation. He further said that the backup centre would be in high availability mode, and exercises for shifting staff from VTC and MRCC to the MWCS would be conducted to achieve quick transition of services.

- 4.3.2 **Mr. Peter NG** (HKLSA) had doubts that the small size of the MWCS was adequate. **The Chairman** responded that although it was small, full VTC and MRCC services could be provided for a prolonged period of time.
- 4.3.3 **Mr. S.H. PAU** (HK Pilots Association) (HKPA) requested to reserve a space in the MWCS for HKPA staff to maintain communication in case of need. **Mr. CHEUK** responded that discussions on the issue would be welcomed.
- 4.3.4 **Mr. Tony LAI** (Dockyard and Harbour Tug Operators) enquired whether the shifting to the MWCS would be broadcasted on the VHF channels. **The Chairman** replied in the affirmative.
- 4.3.5 **Mr. T.K. CHEUNG** (Local Ferry Operators) said that he believed a report would be furnished after the project was completed. **The Chairman** said that members would be informed of the progress as necessary.
- 4.3.6 **Mr. Sunny HO** (HK Shippers' Council) (HKSC) said that to achieve minimal disruption of services, time for transportation and conveyance of staff from VTC and MRCC to the MWCS was crucial. **Mr. CHEUK** responded that such concerns would be taken into account when preparing relevant contingency plan. **The Chairman** supplemented that full test of the contingency plan would be conducted and repeated at regular intervals.

5. Any Other Business

- 5.1 **Mr. Sunny HO** (HKSC) enquired about the impact of the commissioning of the Dachan Container Terminal on Ma Wan Traffic in the next few years. The Chairman said that to date only a few ships had used the Tonggu waterway so its impact on traffic movements could not yet be determined. MD had discussed with the Shenzhen MSA and Water Transport (Port) authorities last year on vessel movements at Ma Wan and North Lantau after the Tonggu waterway opened and new berths came on stream in West Shenzhen. He said that cooperation between the pilots of Hong Kong and Shenzhen would be essential. Relevant management procedures were expected to be discussed and agreed with Shenzhen in the course of the next year. Members would be kept updated. **Mr. S.H. PAU** (HKPA) said that in accordance with the notice issued by the Shenzhen Bureau lately, very few ships used the newly dredged Tonggu channel. **The Chairman** said that the Ma Wan Channel was capable of receiving some increase in traffic.

5.2 **Mr. Harry LAM** (HKCTOA) expressed his gratitude to the Chairman and members as this was his last attendance at POC.

5.3 **The Chairman** thanked him and all members for their contributions to the POC in the past two years. The term of office for the next POC would start on 15.2.2008 and terminate two years later.

6. Date of Next Meeting

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

7. Close of Meeting

The meeting closed at 1030 hrs.

Confirmed this 29th day of August 2008

Chairman

Secretary