

## Minutes of the 54<sup>th</sup> POC Meeting

**Date:** 29 August 2008 (Friday)  
**Time:** 1100 hours  
**Venue:** Rm A, 24/F, MD Headquarters

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<b>Present</b>		<b>Chairman</b>
Mr. Roger TUPPER		
Mr. Tony LAI		Dockyard and Harbour Tug Operators
Mr. S. C. MO (On behalf of Mr. Albert WONG)		HK Cargo-Vessel Trader Association
Mr. Ben KONG (On behalf of Mr. Timothy NGAN)		HK Container Terminal Operators Association
Mr. Raymond CHENG		HK General Chamber of Commerce
Mr. Peter NG		HK Liner Shipping Association
Messrs. Gordan CHAN and Steve CHOR (On behalf of 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
Mr. W. C. LI		Wharf and Godown Operators
Mr. M. K. CHAN (On behalf of Ms. Janice TSE)		Transport and Housing Bureau
Mr. David BLOOMFIELD (On behalf of Mr. Francis LEE)		Civil Engineering and Development Department
Mr. Raymond CHUNG (Acting AD/PC)		Marine Department
Mr. Frankie LAM		Secretary

**Observer** Mr. Richard KENDALL China Navigation Co.

**Presenter of POC Paper No. 5 and 7/08 :**

Mr. Frankie LAM Marine Department

**Presenter of POC Paper No. 6/08 :**

Mr. C. Y. TSANG Marine Department

**Apologies** Mr. C. M. KU Oil Industry Representative Committee

**1. Opening Remarks**

The Chairman welcomed all to the meeting and introduced the following:-

- Mr. Ben KONG (On behalf of Mr. Timothy NGAN) representing the Hong Kong Container Terminal Operators
- Mr. W. C. LI representing the Wharf and Godown Operators
- Messrs. Gordon CHAN and Steve CHOR (On behalf of Mr. S. H. PAU) representing the Hong Kong Pilots Association
- Mr. M. K. CHAN (On behalf of Ms. Janice TSE) representing the Transport and Housing Bureau
- Mr. Richard KENDALL of the China Navigation Co. as an observer

- 1.1 As this was the first meeting for the new term of office (15.2.2008 to 14.2.2010), the Chairman invited Members to declare their interests if any. No declaration was made by Members at the meeting.

**2. Confirmation of the Minutes of the Last Meeting**

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

**3. Matters Arising from the 53<sup>rd</sup> meeting**

- 3.1 Paragraph 4.1.1 – POC Paper No. 1/08 – Control of Smoke Emission

from Vessels in the Waters of Hong Kong : Legislative amendments were proposed to tighten the acceptable smoke emission standard. **The Chairman** informed that members of the Local Vessel Advisory Committee objected to the proposal. Marine Department (MD) would liaise with relevant parties on the way forward.

- 3.2 Paragraph 5.1 – Vessel movements at Ma Wan and North Lantau after the Tonggn Waterway opened and new berths came on stream in West Shenzhen: Relevant management procedures were expected to be discussed and agreed with Shenzhen. **Mr. Raymond CHUNG** (MD) informed Members that the MD and Shenzhen Maritime Agencies were of the view that an electronic based common platform should be set up on which all relevant information concerning passage planning, systems, route, vessel movements, pilot boarding times etc, could be incorporated to facilitate the safe passage of ships by MD, Shenzhen Maritime Agencies and the pilots of both ports. All these parties would be able to link up on this platform with a view to update and extract information thus enhancing safety and efficiency. **The Chairman** added that the existing convoy system was not flexible enough to avert passing problems at certain locations such as Ma Wan without undue delay to ships. **Mr. Peter NG** (HK Liner Shipping Association) (HKLSA) said that the Association together with the HK Pilots, had tried to gather information from the Shenzhen Maritime Agencies whether the number of vessels could be increased from eight to fourteen in a convoy each time. He also asked about the timeline for the set up of the platform. **The Chairman** responded that to plan for the set up of the platform, bidding for money would be made available not until the next financial year however initial design planning work would commence soon.

#### 4. **New Items**

##### 4.1 POC Paper No. 5/08

Dredging for Kwai Tsing Container Basin and its Approach Channel

- 4.1.1 **Mr. Frankie LAM** (MD) presented the paper. **Mr. LAM** briefed Members on the Government's initiative to deepen the Kwai Tsing container basin and its approach channel to maintain Hong Kong's lead as a regional hub port. The depth of water would be dredged to 17

metres below chart datum.

- 4.1.2 **Mr. LAM** also said that a working group involving all container terminal operators had been formed to facilitate cooperation arrangements between the operators and the Government. In the first working group meeting held in July 2008, the meeting noted that whilst the Government would proceed with the dredging project, the container terminal operators had yet had any plan to dredge their responsible areas (i.e. the area within 50 metres from the seawall of the terminals) to a similar level. **Mr. Raymond CHUNG** (MD) added that the difference in the levels of adjacent seabed would result in slide of sediments/mud at the interface. **Mr. Ben KONG** (HK Container Terminal Operators Association) said that the management of his company (DP World Terminals) was conducting a study to review whether the existing quay structures were strong enough to cope with the dredging to greater depths alongside the quay. **Mr. Richard KENDALL** (China Navigation Co.) pointed out that some container terminal operators might not wish to dredge their responsible areas. **The Chairman** opined that most ports in Asia had dredged or were going to dredge to provide a minimum depth of 16.5 metres and the Government would take to lead. **Mr. Peter NG** (HKSLA) said that his Association had told Hong Kong International Terminals (HIT) earlier that some ultra large container ships would come in the near future and that HIT had planned to dredge 1 metre deeper.

[Post-meeting notes: **Mr. NG** advised that HIT planned to dredge berth No. 8 and 9 to a depth of 16.5 metres in November/December this year.]

- 4.1.3 **Mr. Frankie LAM** (MD) also informed Members that the dredging project was subject to a detailed Environmental Impact Assessment and gazette under the Foreshore and Seabed (Reclamation) Ordinance. **Mr. Peter NG** (HKSLA) enquired whether there existed a fast track procedure as it would be too late to complete the project in order to receive the deep draft vessels. **Mr. David BLOOMFIELD** (Civil Engineering and Development Department) pointed out that these were statutory procedures and no fast track was available. **Mr. NG** requested the Meeting to take note from his Association's point of view, a 4-year study and dredging works of Kwai Tsing Container Basin was far too slow and would miss the calling of the ultra large container ships to the

port.

4.2 POC Paper No. 6/08

Feasibility Study for New Container Terminal

4.2.1 **Mr. C. Y. TSANG** (MD) provided Members with information on the Preliminary Feasibility Study for Container Terminal 10 at Southwest Tsing Yi. **Mr. TSANG** mentioned briefly on the background, advantages and constraints of the proposed site. The meeting supported the proposal. **Mr. Gordon CHAN** (HK Pilots Association) enquired where the existing oil terminals at Southwest Tsing Yi would be relocated. **The Chairman** responded that for the time being, no information on this aspect was available.

4.3 Information Paper – POC Paper No. 7/08

Report on the World Ports Summit 2008

4.3.1 **Mr. Frankie LAM** (MD) reported to Members on the World Ports Summit 2008. **Mr. LAM** informed that the Summit hosted by MD, was held on 11 – 12 March 2008 at the Hong Kong Convention and Exhibition Centre. A total of more than sixty delegates consisted of senior officials coming from world class ports, Hong Kong Shipping figures, education institution and Government agencies. The themes of the summit were port environment protection, port safety and port security. He told members that all presentations made by delegates could be viewed in detail on MD's website.

**5. Any Other Business**

5.1 **Mr. Peter NG** (HKLSA) raised a issue on 'Restrictions on Air Draft for ship transitting the Tsing Ma Bridge'. **Mr. NG** said that as the mega – size container ships would have a keel to mast top height of 68 metres and assuming a draft of 15.5 to 16 metres, they would touch the upper limit while transitting to/from Shenzhen via the Ma Wan Channel as the height restriction of the Tsing Ma Bridge was 53 metres. He thus requested whether the air draft of the Bridge could be relaxed to allow passage of these vessels. He also said that he requested the same to the office of the Chief Secretary whose reply was that as the Tsing Ma Bridge was the Linkage to the Hong Kong Airport, for safety reasons,

the air draft restriction could not be relaxed. The document for discussion was tabled.

- 5.1.1 **Mr. NG** requested POC to manage the situation. **The Chairman** responded that the air draft restriction was legislated for, it had to be complied with. The Director of Marine had discretionary authority to consider granting of air draft relaxation under special conditions on a case-by-case basis. However such discretion could not be exercised for regular liner scheduling.
- 5.2 **Mr. Richard KENDALL** (China Navigation Co.) as an observer of the POC, raised a issue on 'Reduction of Air Emission on Ships Calling Hong Kong'. **Mr. KENDALL** said that in the 2<sup>nd</sup> quarter of 2008, the marine industry had been consulted on the progress that could be made to reduce toxic emissions from ships. He then gave a summary and power point presentation on the green harbour initiatives being adopted by his company. The document for discussion was tabled.  
[Post-meeting notes: A soft copy of the power point presentation was given to the Secretary after the meeting who in turn delivered to Members.]
- 5.2.1 **Mr. L. C. CHAN** (HK Ship Owners Association) enquired whether the use of clean fuel of the ships of China Navigation Co. that called Hong Kong applied to the main and auxiliary engines and also the boiler. **Mr. KENDALL** answered in the affirmative and this could cost an extra US\$5,000 per port call per ship.
- 5.2.2 **Mr. Sunny HO** (HK Shippers' Council) pointed out that the green harbour initiatives was supported by the Council aiming for a better environment for all parties and citizen. Therefore, costs should be shared amongst all whilst all benefited. **Mr. Peter NG** (HKLSA) added that the Civil Exchange had made a presentation of 'Green Harbour Initiatives in Hong Kong and Shenzhen' to HKLSA members earlier this year.
- 5.2.3 **Mr. KENDALL** asked whether there would be any interaction with Mainland in respect of green harbour initiatives. **The Chairman** said that Hong Kong and Guangdong Governments had engaged in various areas and levels concerning cross boundary environmental impacts.

5.2.4 **The Chairman** encouraged all ships in Hong Kong to use cleaner fuel. **Mr. T. K. CHEUNG** (Local Ferry Operators) said that the Hong Kong & Kowloon Ferry Ltd. and other licensed ferry operators had taken note of the use of cleaner fuel already and was in the process to work with the Government in this respect.

**6. Date of Next Meeting**

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

**7. Close of Meeting**

The meeting closed at 1250 hrs.

Confirmed this 7th day of January 2009

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Chairman

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Secretary