

Minutes of the 55th POC Meeting

Date: 7 January 2009 (Wednesday)

Time: 1030 hours

Venue: Rm A, 24/F, MD Headquarters

Present		Chairman
Mr. Roger TUPPER		
Mr. Phileaus FONG (On behalf of Mr. Tony LAI)		Dockyard and Harbour Tug Operators
Mr. S. C. MO (On behalf of Mr. Albert WONG)		HK Cargo-Vessel Trader Association
Mr. Timothy NGAN		HK Container Terminal Operators Association
Mr. Raymond CHENG		HK General Chamber of Commerce
Mr. Peter NG		HK Liner Shipping Association
Messrs. Y. C. CHEN 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. C. M. KU		Oil Industry Representative Committee
Ms. Janice TSE		Transport and Housing Bureau
Mr. David BLOOMFIELD (On behalf of Mr. S. K. LAM)		Civil Engineering and Development Department
Mr. T. C. SIN		Marine Department
Mr. Frankie LAM		Secretary

Observer	Mr. Simon NG Mr. Ben LIN	Hong Kong University of Science and Technology
	Mr. Brian LAU Mr. Billy CHEUNG	Environmental Protection Department
	Presenter of POC Paper No. 1/09 : Mr. Tom CHENG	Marine Department
	Presenter of POC Paper No. 2/09 : Mr. Adam LAI	Marine Department
Apologies	Mr. T. K. CHEUNG Mr. W. C. LI	Local Ferry Operators Wharf and Godown Operators

1. Opening Remarks

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

- **Mr. Timothy NGAN** representing the Hong Kong Container Terminal Operators
- **Mr. Phileaus FONG** (on behalf of Mr. Tony LAI) representing the Dockyard and Harbour Tug Operators
- **Mr. Y. C. CHEN** (On behalf of Mr. S. H. PAU) representing the Hong Kong Pilots Association
- **Observers : Messrs. Simon NG and Ben LIN** of the Hong Kong University of Science and Technology

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 54th meeting

Paragraph 4.1 – POC Paper No. 5/08 – Dredging for Kwai Tsing Container Basin and its Approach Channel: Progress (since end August 08) on the dredging project:

The Chairman updated the meeting that the works department (Civil Engineering and Development Department) (CEDD) had completed the Technical Feasibility Statement which confirmed that, prima facie, the project was technically feasible. Support for the capital cost of \$250 M in Government's Resource Allocation Exercise was given in November 2008. A working meeting with the container terminal operators was held on 27 November 2008 to discuss cooperative arrangements. On 4.12.2008 Environmental Protection Department (EPD) issued [*under Section 5(7)(a) of the Environmental Impact Assessment (EIA) Ordinance, Cap 499*] the EIA Study Brief for the project. Work was being carried out to procure consultant services for conducting the EIA and Marine Traffic Impact Assessment studies. The studies were scheduled to commence in April 2009.

4. New Items

4.1 POC Paper No. 1/09

The International Association of Marine Aids to Navigation and

Lighthouse Authorities (IALA) Recommendation – 0-133 on
Emergency Wreck Marking Buoy

- 4.1.1 **Mr. Tom CHENG** (Marine Department) (MD) presented the paper. **Mr. CHENG** briefed Members on the purpose, background and recommendations made by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) recommendation on emergency wreck marking buoy. He asked Members to endorse the proposal to adopt IALA Recommendation – 0-133 on Emergency Wreck Marking Buoy.
- 4.1.2 **Mr. Sunny HO** (HK Shippers' Council) (HKSC) enquired about how the old wrecks in Hong Kong were marked. **Mr. CHENG** (MD) responded that wrecks would be removed in the shortest possible time. Currently some rocks which were dangerous to navigation were marked by isolated danger buoys. **Mr. David BLOOMFIELD** (CEDD) asked how the shape (spar or pillar) of buoys were chosen. **Mr. CHENG** (MD) replied that currently pillar shape navigational buoys were used and the same shape of buoys would be chosen for the emergency wreck marking buoys. **Mr. Peter NG** (HK Liner Shipping Association) (HKSLA) asked whether Marine Department Notice would be issued on the existence of new wrecks. **The Chairman** responded that buoys would be practically deployed in a timely manner to mark the new wreck. The meeting endorsed the proposal. **The Chairman** said that Marine Department Notice on the adoption of the proposal would be issued in due course.

4.2 POC Paper No. 2/09

APEC Port Services Network (APSN)

4.2.1 **Mr. Adam LAI** (MD) presented the paper. **Mr. LAI** briefed Members on the background and the development processes leading to the establishment of the APSN. He highlighted that establishing the network was an initiative put forward by China and proposed personally by President HU JinTao himself at the APEC Economic Leaders' Meeting held in Vietnam in 2006. In addition, he said that presently 14 of the 21 APEC Economies had already nominated senior officials as Council Members. He further explained that it had been recognized that participation of private sector and industries as Regular Members in the APSN would be vital to the success of the network. Therefore, as set out under the APSN Constitution, Regular Members would have a wide range of entitlement including advice on the work of the APSN, and putting forward proposals for APEC Governments to adopt. He requested Members to note the development of the APSN and support its operations. He also requested Members to assist in publicizing the APSN with a view to attracting broader participating from organizations including business corporation, institutions, associations and individuals engaged in port, shipping, logistics, trades, manufacturing and finance to join the APSN.

4.2.2 **The Chairman** supplemented that the APSN provided an APEC region-wide platform for private bodies to put up their suggestions for improvement in any port related issues. He urged Members to recommend to their associations, council, committee etc. and the

organizations' members to join as APSN Regular Members. **Mr. C. M. KU** (Oil Industry Representative Committee) (OIRC) asked whether such issues were region-wise or port-wise. **The Chairman** said that the underlying principle was to facilitate marine transport of cargoes from one port to the others. **Mr. Adam LAI** (MD) added that more details on the APSN could be obtained by visiting the APSN website : <<http://www.apecpsn.org>>. **Mr. Sunny HO** (HKSC) enquired how Regular Member could receive relevant APSN information. **The Chairman** replied that information would be disseminated by the APSN Office based in Beijing. **Mr. LAI** said that Members might apply for APSN Regular Membership by sending the Member application form directly to the APSN Office. MD would also be pleased to assist in the Membership application process. The meeting supported the proposal. **Messrs. Brian LAU and Billy CHEUNG** (EPD) arrived at this juncture. **The Chairman** welcomed them to join the meeting.

5. Any Other Business

- 5.1 **Mr. Simon NG** (HK University of Science and Technology) (UST) as an observer of the POC, raised an issue on Study on Marine Vessels Emission Inventory. **Mr. Brian LAU** (EPD) briefed Members that EPD had commissioned the UST to carry out a study to compile emission inventory from marine vessels. He thanked MD for their support to the study and he also sought support from the trade to facilitate the surveys to be conducted by UST in the near future.

5.1.1 **Mr. Simon NG** briefed Members on the purpose, background and scope of the study via a power-point presentation. A four page questionnaire was included in the presentation. He asked Members to ask the Masters of the ocean going vessels under their company or agency to fill out the questionnaire.

Mr. Peter NG (HKSLA) was concerned that plenty of data had to be filled out and in order to improve response rate, suitable Masters and sample size had to be explored and identified. He also said that the ship officers would be very busy in port. **Mr. Simon NG** said that the questionnaire could be filled out after the ship sailed.

5.1.2 **Mr. Billy CHEUNG** (EPD) said that in determining the representative sample size, segregated statistics like the number of container ships for different generations entering the port were important. **The Chairman** pointed out that the sample size should contain different classes of vessels, e.g. E and S class of the Maersk Line.

5.1.3 **Mr. C. M. KU** (OIRC) suggested to copy data from the Deck and Engine Log Book. **Mr. Brian LAU** said that different formats used by different types/class of ships might make it difficult to extract data from log books and there was also the issue of ownership of data. **Mr. Peter NG** (HKLSA) said that the spectrum/class of ships could be defined in the sample size. He added that he would hold meeting with members of the HKLSA and ask **Mr. Simon NG** (UST) to give a presentation and find the way forward. **The Chairman** opined that it

would be effective for the shipping company to identify a master who would be cooperative and provide the required data after the ship sailed.

5.1.4 **Mr. L. C. CHAN** (HK Ship Owner Association) (HKSOA) enquired the time required to fill out the questionnaire. He also said that MD could urge the masters to fill out the questionnaire because this was an important project to make the port cleaner. **Mr. Simon NG** (UST) responded that it might take about 15 minutes to fill out the questionnaire. **The Chairman** said that there was no legal ground to ask the Masters to fill out the questionnaire. **Mr. CHAN** (HKSOA) said that the questionnaire could be sent to the Master via the agent in advance. **Mr. Peter NG** (HKLSA) suggested that the questionnaire could be partly filled out by the shipping company and partly filled out by the Master. **Mr. Adam LAI** (MD) suggested EPD or UST to give incentive to the Masters who were cooperative like issuing letter of appreciation. **Mr. Raymond CHENG** (HK General Chamber of Commerce) said that he would advise his members to give the questionnaire to ship Masters in advance for them to fill out. **Mr. CHAN** (HKSOA) suggested that the questionnaire be user friendly enough to be compiled on the computer e.g. using the Excel file. **Mr. Simon NG** responded that UST would prepare the survey form in different formats to suit the respondents' needs and he thanked for the sincere support from Members.

[Post-meeting notes: A soft copy of the power-point presentation made by Mr. Simon NG (UST) was sent to the Secretary on 8.1.2009 who in

turn delivered to Members.]

6. Date of Next Meeting

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

7. Close of Meeting

The meeting closed at 1150 hours.

Confirmed this 19th day of June 2009

Chairman

Secretary