

## Minutes of the 56<sup>th</sup> POC Meeting

**Date:** 19 June 2009 (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. K. S. WU (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
Mr. Steve CHOR (On behalf of Mr. S. H. PAU)	HK Pilots Association
Mr. L. C. CHAN	HK Ship Owners Association
Mr. Samson LAM (On behalf of Mr. C. M. KU)	Oil Industry Representative Committee
Ms. Bonnie WONG (On behalf of Mr. W. C. LI)	Wharf & Godown Operators
Ms. Janice TSE	Transport and Housing Bureau
Mr. L. P. LAM (On behalf of Mr. S. K. LAM)	Civil Engineering and Development Department
Mr. Raymond CHUNG	Marine Department
Mr. Frankie LAM	Secretary

**Observer** Mr. Adam LAI Marine Department (MD)

**Presenter of POC Paper No. 4/09 :**

Mr. Alex TANCOCK Wind Prospect  
Mr. Richard COLWILL BMT  
Mr. Joseph LAW China Light Power (CLP)

**Presenter of POC Paper No. 5/09 :**

Mr. C. T. LAI Marine Department

**Presenter of POC Paper No. 6/09 :**

Mr. Y. H. LEE Marine Department

**Apologies** Mr. Sunny HO HK Shippers' Council

## 1. Opening Remarks

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

- Mr. K. S. WU (On behalf of Mr. Tony LAI) representing the Dockyard and Harbour Tug Operators
- Ms. Bonnie WONG (On behalf of Mr. W. C. LI) representing the Wharf & Godown Operators
- Mr. Samson LAM (On behalf of Mr. C. M. KU) representing the Oil Industry Representative Committee
- Mr. L. P. LAM (On behalf of Mr. S. K. LAM) representing the Civil Engineering and Development Department (CEDD)

## 2. Confirmation of the Minutes of the 55th Meeting held on 7 January 2009

No further comments were received and the minutes of the 55<sup>th</sup> POC meeting were confirmed.

### **3. Matters Arising from the 55<sup>th</sup> meeting**

#### **3.1 Paragraph 3 – POC Paper No. 5/08 – Dredging for Kwai Tsing Container Basin and its Approach Channel:**

**The Chairman** invited **Mr. L. P. LAM** (CEDD) to update on the progress of the project. **Mr. LAM** informed members that CEDD had entered into an agreement with the consultant Mott MacDonald HK Ltd. in May 2009 to carry out an “Investigation, Design and Construction” consultancy for the dredging project. The scope of which would include various assessments such as environmental impact, marine traffic impact and dredging works. **Mr. Adam LAI** (MD) added that a working group meeting with the container terminal operators was held on 17.6.2009. At the meeting the consultant gave an overview of the approach of the project. The container terminal operators were requested to facilitate the project proceedings and plan the dredging of their terminals’ berthing zones correspondingly. Members would be updated on the progress of the project in due course. **Mr. Timothy NGAN** (HK Container Terminal Operators Association) advised that a meeting attended by CEDD, China Harbour Co. (Marine Works Contractor), and the Container Terminal Operators was held on 18.6.2009 to discuss the process of conducting the site investigation works and it was agreed that such works would be arranged so as not to unduly interfere with the terminals’ normal operations.

3.2 Paragraph 4.2 – POC Paper No. 2/09 – APEC Port Services Network (APSN) :

**The Chairman** informed Members that the APSN Council held an Extraordinary Meeting in Vancouver in May 2009. The APSN Council encouraged more potential Regular Members of the APEC economies to join the APSN to enable the Government and the industry to better contribute to improve/increase the maritime transport efficiency in the APEC region. He also said that the APSN Council had asked Council Members to form Focus Groups with their Regular Members to prompt them to put forward issues for discussion. The Regular Members were encouraged to make proposals for the next council meeting. **Mr. Peter NG** (HK Liner Shipping Association) (HKLSA) enquired whether MD would take the lead in the Focus Group. **The Chairman** responded that MD would play the role of a facilitator and the focal point. He urged Regular Members to be enthusiastic in raising proposals/views to the next APSN Council meeting which would take place in Shenzhen, China in November..

**4. Confirmation of the Minutes of the POC Special Meeting held on 22 February 2009.**

No further comments were received and the minutes of the POC Special Meeting were confirmed.

**5. Matters Arising from the POC Special Meeting**

Paragraph 2 – POC Paper No. 3/09 – Reduction in Port Fees :

**The Chairman** informed Members that the proposal contained therein had been gazetted and the reductions would be effected on 10 July 2009 as stipulated in the Legal Notices No. 100 and 103 of 2009.

6. **Matters Arising from the Hong Kong-Zuhai-Macao Bridge (HZMB) Hong Kong Link Road, Hong Kong Boundary Crossing Facilities and Tuen Mun – Chek Lap Kok Link projects – Joint Consultation Forum held on 3 June 2009.**

**The Chairman** informed the meeting that six POC Members attended the Joint Consultation Forum. He said that the participants expressed concern about the navigation channel arrangements of the portions of the HZMB in Mainland Waters and relevant preliminary information had been provided by the Highways Department on 5 June 2009 and delivered to Members. He also said that Members would be updated on the progress of the captioned projects in due course. **Mr. Adam LAI** (MD) advised that the proposed reclamation works for the HZMB – Hong Kong Boundary Crossing Facilities had been published in the gazette on 12 June 2009 (Gazette No. 3620). **Mr. Richard COLWILL** (BMT) added that the Tuen Mun – Chek Lap Kok Link would be a borehole tunnel and would not have adverse impact on marine traffic. However, when the associated works were to be carried out, temporary traffic lanes would be marked by appropriate buoys. **Mr. Adam LAI** (MD) pointed out that despite the construction of the tunnel, the potential for deepening the deep draft channel between Tuen Mun and Chek Lap Kok would be maintained. **Mr. Peter NG** (HKLSA) said that he raised the captioned issue in the Joint

Consultation Forum, as the tunnel would be 14 metres below the seabed, the buffer for potentially deepening the deep draught channel due to the up-coming of deeper draught vessel should be adequate.

## 7. New Items

### 7.1 POC Paper No. 4/09

#### Hong Kong Offshore Wind Farm

7.1.1 **Mr. Richard COLWILL** (BMT) presented the paper. He introduced Wind Prospect (the project proponent) together with its partner CLP to Members. He informed Members about the background, site selection, design, hazard identification, risk assessment, impacts on marine traffic and risk control of the proposed Wind Farm. In particular, he said that the Wind Farm was recommended to be designated as a controlled water space and access would be restricted. He also showed a video of an operational wind farm in Denmark.

7.1.2 In regard to the anchoring method of the turbines, the Secretary enquired the proper name to use. **Mr. Joseph LAW** (CLP) explained that “Suction Caisson” was the technical term while “Suction Can” was the general term. To preserve consistence, a unique term to be used throughout the study was recommended.

7.1.3 **Mr. L. C. CHAN** (HK Ship Owners Association) enquired about the typhoon arrangement of the wind turbines. **Mr. COLWILL** replied that the optimum working wind speed would be 15 to 20 knots and that

there would be a locking position on the turbines during typhoons so that they could survive storm events.

7.1.4 **Mr. K. S. WU** (Dockyard and Harbour Tug Operator) (DHTO) asked whether there was any contingency plan for a vessel having entered the Wind Farm accidentally. **Mr. COLWILL** responded that vessel movements inside the Wind Farm would be monitored and controlled. Any unauthorized vessel would be informed to leave the Wind Farm at once. **Mr. WU** further enquired how to deal with a large vessel which was not under command. **The Chairman** pointed out that the large vessel could drop her anchor early to avoid entering the Wind Farm. **Mr. COLWILL** supplemented that the Wind Farm would be located about three kilometers away from the north/south main route for ocean-going vessels going to/from Yian Tian. **The Chairman** opined that agreement with the tug operator(s) at Yian Tian would better be included in the contingency plan. **Mr. COLWILL** acknowledged the **Chairman**'s advice and added that an additional radar and a number of CCTV cameras would be installed by the operator for monitoring the Wind Farm of which the images would be made available to MD and the Police. **Mr. Raymond CHUNG** (MD) added that the Wind Farm would be promulgated to the industry as a Restricted Area.

7.1.5 In regard to the safety of small vessels and yachts, **Mr. Raymond CHUNG** (MD) enquired about the vertical clearance of the turbines and the width of the array inbetween the turbines. **Mr. COLWILL** said that the minimum vertical clearance of the turbines above the Mean Sea level would be 30 metres and the width of the array inbetween the

turbines would be above 400 metres.

- 7.1.6 **Mr. Alex TANCOCK** (Wind Prospect) informed that they had started consulting the Civil Aviation Department in respect of the physical extents and colours of the turbines.
- 7.1.7 **Mr. Peter NG** (HKLSA) queried on whether wind energy would be both operationally and economically viable in Hong Kong. **Mr. COLWILL** replied that a meteorological mast would be installed to collect relevant wind and sea data to assess the viability prior to the project going ahead. **Mr. Joseph LAW** (CLP) informed that the data obtained from the Satellite and Waglan Station showed that the average wind speed in the area was about 7 metre per second (m/s) and experience had shown in general that the wind farms could be operationally viable with wind speed above 5 m/s. He said that the meteorological mast was planned to be installed for the period from 2010 to 2011. He also said that it would take two to three years to construct the Wind Farm.
- 7.1.8 **Mr. T. K. CHEUNG** (Local Ferry Operators) asked which vessels could enter the Wind Farm. **Mr. COLWILL** responded that there would be a mechanism in managing the access of vessels to the area. **The Chairman** opined that in the beginning, most probably only Government and authorized vessels would gain access. After the Wind Farm operations had become smooth and stable, other types of vessel might be considered as appropriate.



7.1.9 **The Chairman** enquired whether the turbines would have adverse effects on radio and radar equipments and how deep the cables connecting the turbines and the CLP plant would be buried underneath the seabed. **Mr. COLWILL** responded that the turbines would not have adverse effect on radio and radar equipments and the connecting cables would be buried 3 to 5 metres beneath the seabed depending on the location. **The Chairman** thanked the presentation and **Messrs. TANCOCK, LAW and COLWILL** left the meeting.

7.2 POC Paper No. 5/09

Removal of Surplus Government Mooring Buoys

7.2.1 **Mr. C. T. LAI** (MD) presented the paper. He informed Members on the background of removal of surplus Government Mooring Buoys (GMB). The main reasons were the low GMB utilization, modern ship design, operational inconvenience and operation costs. He also said that by removing 12 GMB while 17 GMB were maintained would be optimum to suit port operational need such as to accommodate passenger ships without berths and to provide typhoon mooring for vessels in need. **Mr. K. S. WU** (DHTO) expressed that the removal would lead to insufficient typhoon buoys for vessels in need. **Mr. LAI** replied that the maintaining of 17 GMB had taken the need for typhoon moorings into consideration. **Mr. WU** added that there would be additional work boats arising from the HZMB project hence more typhoon buoys would be required. **Mr. LAI** said that the 17 GMB had already catered for contingency usage. The proposal was endorsed.

7.3 POC Paper No. 6/09

Assessment of Typhoon Shelter Space (Submission of Draft Report)

7.3.1 **Mr. Y. H. LEE** (MD) presented the paper. **Mr. LEE** informed Members that the previous assessment was issued in 2005, covering the period 2004~2021, this draft report was to update the findings in the previous assessment. He introduced the contents of the draft report which included the background, coverage, data source, vessel classification, forecasting methodology and limitations, forecasting parameters and basis, demand and supply calculation, matching of demand and supply, and length restriction of typhoon shelters. He explained that the study concluded that the present supply of sheltered space could adequately meet the demand throughout the period from 2009 to 2025. Moreover, the demand for allowing vessels over 50 metres in length to use typhoon shelters could be met by amending the permitted length of Hei Ling Chau Typhoon Shelter to 75 metres. **The Chairman** invited Members to provide comments and indicate agreement to the draft report.

7.3.2 **Mr. T. K. CHEUNG** (LFO) enquired whether the draft report had included the sheltered space requirements for tanker barges. **The Chairman** responded in the negative. **Mr. Adam LAI** (MD) added that before licensing, the owner or agent of tanker barge had to propose a typhoon mooring for approval.

7.3.3 **Mr. K. S. WU** (DHTO) pointed out that during passage of typhoons previously, the space in the typhoon shelters at Yau Ma Tei and Sai Kung

could not meet the demand. **The Chairman** responded that MD would ensure adequate sheltered space was available on a territory-wide basis. **Mr. Adam LAI** supplemented that the 2005 report had shown that sheltered space was only barely sufficient. According to experience and observation during typhoons in recent years, the situation was slightly improved. **The Chairman** said that due to the upcoming construction projects, the typhoon shelters in the harbour were expected to be more congested in the next few years. **Mr. Raymond CHUNG** (MD) said that the broadcast of typhoon shelter occupancy rates were well systemized via the radio and television, so that vessels would have sufficient information to choose the suitable typhoon shelter.

7.3.4 **Mr. Peter NG** (HKLSA) said that due to the Central Wan Chai Bypass project, the pleasure boats moored in the Causeway Bay Typhoon Shelter would be adversely affected. **The Chairman** replied that those affected moorings would be temporarily relocated to Aberdeen Typhoon Shelter and the ex-Wan Chai Public Cargo Working Area. **Mr. Adam LAI** added that the relocation exercise had taken one year's time for consultation being led by the Highways Department and were well planned.

7.3.5 **Mr. K. S. WU** (DHTO) enquired that as the Hei Ling Chau Typhoon Shelter was planned to accommodate vessels up to 75 metres, would there be any physical changes such as draught to cope with. **The Chairman** responded that the relevant legislation would be changed accordingly. Necessary promulgation to the industry would be made. Dredging to a greater depth could only be considered based on

experience once the length restriction had been amended. After discussions, the draft report was agreed by Members.

**8. Close of Meeting**

The meeting closed at 1240 hours.

Confirmed this 10th day of February 2010

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Chairman

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Secretary