

## Minutes of the 57<sup>th</sup> POC Meeting

**Date:** 10 February 2010 (Wednesday)

**Time:** 1030 hours

**Venue:** Rm A, 24/F, MD Headquarters

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<b>Present</b>	Mr. Roger TUPPER	<b>Chairman</b>
	Mr. Tony LAI	Dockyard and Harbour Tug Operators
	Mr. Raymond CHENG	HK General Chamber of Commerce's Shipping and Transport Committee (HKGCC)
	Mr. Gary LAI (On behalf of Mr. Peter NG)	HK Liner Shipping Association (HKLSA)
	Mr. L. C. CHAN	HK Shipowners Association (HKSA)
	Mr. Sunny HO	HK Shippers' Council (HKSC)
	Mr. S. H. PAU	Licensed Pilot (LP)
	Mr. Samson LAM (On behalf of Mr. C. M. KU)	Oil Industry Representative Committee
	Mr. T.K. CHEUNG	Local Ferry Operators (LFO)
	Ms. Doris CHEUNG	Transport and Housing Bureau (THB)
	Mr. L. P. LAM (On behalf of Mr. S. K. LAM)	Civil Engineering and Development Department
	Mr. Y.K. LEE	Marine Department (MD)
	Mr. Frankie LAM	Secretary
<b>Observer</b>	Mr. Adam LAI	MD

Mr. Patrick WONG

MD

**Power point presentation – A Business Case for an Integrated Harbour Vision and Delivery Plan:**

Ms. Fiona WATERS and Mr. Tom  
CALLAHAN

GHK Economic and  
Management Consultants  
(GHK)

Mrs. Margaret BROOKE

Harbour Business Forum Best  
Practice Committee (HBF)

**Presenter of POC Paper No. 1/10 :**

Mr. Y.K. LEE

MD

**Apologies** Mr. Timothy NGAN

Container Terminal Industry

Mr. W.C. LI

Wharf and Godown Operators

Mr. Albert WONG

HK Cargo Vessel Traders'  
Association

**1. Opening Remarks**

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

- **Mr. Gary LAI** (On behalf of Mr. Peter NG) representing the HK Liner Shipping Association
- **Mr. Samson LAM** (On behalf of Mr. C. M. KU) representing the Oil Industry Representative Committee
- **Ms. Doris CHEUNG** (THB)
- **Mr. L. P. LAM** (On behalf of Mr. S. K. LAM) representing the Civil Engineering and Development Department

**2. Confirmation of the Minutes of the 56th Meeting held on 19 June 2009**

No further comments were received and the minutes of the 56<sup>th</sup> POC meeting were confirmed.

**3. Matters Arising from the 56<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** updated on the progress of the project: The timing for completion of the dredging works had been adjusted to July 2013 which meant a 6-month delay when compared with the original programme. Relevant Government departments were considering the draft Environmental Impact Assessment (EIA). For the Marine Traffic Impact Assessment the consultant had completed technical papers on traffic data and risk modelling. The Kwai Tsing and Island District Councils (DC) were consulted in mid November 2009, both DCs indicated general acceptance of the dredging project. Consultation with the Tsuen Wan District Council (TWDC) followed on 24 November 2009. Some members were concerned the dredging project would cause pollution to the beaches in Tsuen Wan and hence delayed their planned re-opening schedule. DC member Mr. CHAN Sung Yip raised concern in the impact on the Ma Wan Fish Culture Zone and requested Government to meet with the mariculturists regarding water quality assessment, necessary mitigation measures and granting of ex-gratia

allowance. Another DC member Mr. Albert CHAN Wai Yip opposed the proposal to gazette the dredging works under Foreshore and Seabed (Reclamations) Ordinance in parallel with the EIA Study on the grounds that EIA results were not yet available.

- 3.1.1 **The Chairman** said that Government would meet representatives of the Ma Wan mariculturists and hold a formal meeting with the Ma Wan Rural Committee, and then would consult the TWDC again at the end of March 2010 when preliminary EIA findings incorporating Environmental Protection Department's initial comments became available. Subject to no adverse comments from TWDC, publication of gazette notice under the Foreshore and Seabed (Reclamations) Ordinance was scheduled for April 2010. The container terminal operators' dredging plans were being kept in view. None of the terminals had yet made any concrete plan on dredging their berthing boxes to the depth of 17 metres.

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

##### 4.1 Power point presentation

###### A Business Case for an Integrated Harbour Vision and Delivery Plan

- 4.1.1 **Mrs. Margaret BROOKE** (HBF) said that the mission of the Harbour Business Forum was to revitalize Victoria Harbour and its harbour-front areas to become an attractive, diverse, vibrant, accessible and sustainable world-class asset for the economy, people and visitors of Hong Kong; a harbour for the people and a harbour for life.

4.1.2 **Ms. Fiona WATERS** (GHK) briefed members on the study of a Business Case for an Integrated Harbour Vision and Delivery Plan by using power point presentation. She illustrated the present situation of the harbour-front area usage in regard to the vision and overarching policy, planning, implementation, management, funding, governance and the project cycle. In particular, she pointed out that in the project cycle the processes of objectives, appraisal, monitoring, evaluation, feedback and rationale should be contained. But the fact was that only the objective and partial appraisal were being done which was not desirable.

4.1.3 **Ms. WATERS** then introduced a new integrated approach which included the policy commitment to prioritize the harbour to establish direction and leadership, a vision to unite all stakeholders in a common goal and agreed targets, a strategic framework to show how the projects and programmes on the ground link back to the vision and vice-versa, a strategic plan to show how the vision would be realized, an overarching responsible body so that a single party was responsible and accountable and changes to the planning and delivery system to support strategic plan implementation and provide responsible body with authority and management tools; thus making up the Business Case – Realising a world class harbour for Hong Kong was not just about enhancing or beautification but about improving efficiency and creating greater value for public money; as well as providing more opportunities for growth, jobs and community value and this made good business sense. She said that the study could be accessed on the website of HBF: <http://www.harbourbusinessforum.com/en-us/page/show/index>.

[Post-meeting notes: a soft copy of the power point presentation provided by GHK was delivered to members after the meeting for ease of reference.]

4.1.4 **The Chairman** thanked for **Ms. WATERS**'s presentation. He added that the harbour was our greatest asset which brought people of Hong Kong closer and had made great contributions to Hong Kong. **Mr. L.C. CHAN** (HKSA) said the harbour had serious problems, the port of New York might be benchmarked for reference. **Mrs. BROOKE** opined that Hong Kong had fallen behind some other ports where the waterfront areas were much more balanced and accessible. **Ms. WATERS** said that the harbour was of much advantage to Hong Kong as per the findings in the study. **Ms. Doris CHEUNG** (THB) asked Ms. WATERS to elaborate on the statement in her power point presentation that "Hong Kong public are willing to pay HK\$73B for their ideal harbour". **Ms. WATERS** responded that in the harbour value study carried out in 2006, 1000 surveys were conducted and the finding was that most people were willing to pay over and above tax to enhance the harbour-front. **Mr. Sunny HO** (HKSC) asked what the next step forward was. **Mrs. BROOKE** expressed that Government departments welcomed their research and the commitment of HBF. However, more promotion would be required. **The Chairman** said that some large commercial groups like the Hong Kong Bank, China Light Power, Hong Kong Yacht Club, etc. and some Non Government Organizations had shown support to the study. He further enquired that as lots of activities were taken place along the harbour-front, how much of them had focus on an integrated, active

and vibrant harbour. **Mr. BROOKE** said that it was difficult to obtain relevant information. Anyway, such activities had to be conducted in a balance way. **Ms. Doris CHEUNG** (THB) added that in the project of Hong Kong Island East Enhancement, HBF could make positive assistance and contribution. **Ms. WATERS** said that contribution could be made available from economic activities. Mrs. BROOKE, Ms. WATERS and Mr. CALLAHAN left at 1130 hours.

#### 4.2 POC Paper No. 1/10

##### Use of Anchorage in Hong Kong

4.2.1 **Mr. Y.K. LEE** (MD) took members through the paper. In particular, he pointed out that MD had never imposed a time limit for vessels to stay at an anchorage. However, the Shipping and Port Control Regulations specify that if a vessel lies at anchor in the waters of Hong Kong for more than 12 hours, then anchorage dues have to be paid. As regards the use of the anchorages to the South of Lamma Island, he said that the anchorages were popular anchorages for port users in carrying out ship husbandry activities and therefore the anchorages were frequently anchored with vessels, particularly the South Lamma Dangerous Goods Anchorage (SLDGA). He said the SLDGA was used on a first-come-first-serve basis and late comers should not attempt to move into the anchorage when there was not sufficient space for doing so. MD would keep close monitoring on the traffic condition and look for improvement measures if necessary.

4.2.2 **Mr. S.H. PAU** (LP) asked whether there was any standby anchorage for

use on an ad hoc basis when a vessel came late. **Mr. Y.K. LEE** said that MD did not normally allow anchoring outside an anchorage. However, in an emergency and in special situations, VTC would allow a vessel to anchor in the vicinity. **Mr. PAU** further asked whether there was any plan to enlarge the SLDGA. **The Chairman** said MD would consider any proposal if the situation required. **Mr. LEE** supplemented that MD was looking into the traffic pattern in the area aiming at identifying controlling measures to harmonize the traffic in the South Lamma area. **Mr. Raymond CHENG** (HKGCC) reported that a ship, under his company's agency came to Hong Kong for cargo discharging. The South Lamma Anchorage was full, and the ship had to wait outside Hong Kong waters. This had given rise as to whether the ship had arrived or not. He said that if there was enough space to anchor, no such argument would have arisen. **The Chairman** said when a ship reported to the VTC, VTC would advise the location for the ship to wait based on the traffic situation and the prevailing circumstances.

## **5. Any Other Business**

**Mr. Gary LAI** (HKLSA) briefed members on the document of 'Request for Port Charges Concession during Global Economic Depression' which had been circulated to members before the meeting. He also said that the average containers being handled at Hong Kong and Shen Zhen per ship were from 1000 to 1500 and 2000 respectively, thus raising the cost of port call at Hong Kong and made Hong Kong not that competitive in that sense. Port and light dues reduction would help. **Mr. T.K. CHEUNG** (LFO) said that the port and light dues counted on tonnages rather than



the number of containers carried by ships. **The Chairman** asked if the HKLSA would prepare a proposal on port costs of neighbouring ports with supportive statistics and figures for consideration. **Ms. Doris CHEUNG** (THB) added that the Government would regularly review the port fees and charges to see if there would be room for reduction. **Mr. Gary LAI** pointed out that in Singapore the port and light dues had 1% reduction for half to one year which showed caring to the cargo carriers. **The Chairman** said that the present costs in Hong Kong were lower than that of the year of 1995 while other ports even had some reduction now, were having an increase during the same period. Nevertheless, the Government would consider whether there was room for reduction, based on the proposal. **Mr. S.H. PAU** (LP) said that the Hong Kong pilots Association was working on benchmarking on neighbouring ports. Dialogue with the HKLSA was ongoing. He pointed out that the pilotage fee in Hong Kong was competitive. **Mr. Y.K. LEE** (MD) added that reduction of various port related fees had been done in the past four years, the port and light dues was reduced in the year of 2006 and the Government had different approach with that of Singapore.

## **6. Close of Meeting**

The meeting closed at 1220 hours.

Confirmed this 8th day of October 2010

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Chairman

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Secretary