

## Minutes of the 58<sup>th</sup> POC Meeting

**Date:** 8 October 2010 (Friday)

**Time:** 1100 hours

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

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<b>Present</b>		<b>Chairman</b>
	Mr. Roger TUPPER	
	Mr. Neville LAM	Container Terminal Industry (CTI)
	Mr. Tony LAI	Dockyard and Harbour Tug Operators
	Mr. S.C. MO (on behalf of Mr. Albert WONG)	HK Cargo Vessel Traders' Association
	Mr. Raymond CHENG	HK General Chamber of Commerce's Shipping and Transport Committee
	Mr. Peter NG	HK Liner Shipping Association (HKLSA)
	Mr. L.C. CHAN	HK Shipowners Association (HKSA)
	Mr. Sunny HO	HK Shippers' Council (HKSC)
	Mr. Y.C. CHEN (on behalf of Mr. W.L. SIU)	Licensed Pilot
	Ms. Cecilia CHAN	Oil Industry Representative Committee
	Mr. M.K. CHAN (on behalf of Ms. Doris CHEUNG)	Transport and Housing Bureau (THB)
	Mr. L.P. LAM (on behalf of Mr. S.K. LAM)	Civil Engineering and Development Department (CEDD)

	Mr. Y.K. LEE	Marine Department (MD)
	Mr. Frankie LAM	Secretary
<b>Observer</b>	Mr. Adam LAI	MD
<b>Apologies</b>	Mr. T.K. CHEUNG	Local Ferry Operators
	Mr. C.H. CHEE	Wharf and Godown Operators

### 1. **Opening Remarks**

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

- **Mr. Neville LAM** representing the Container Terminal Industry.
- **Ms. Cecilia CHAN** representing the Oil Industry Representative Committee.

### 2. **Confirmation of the Minutes of the 57th Meeting held on 10 February 2010.**

No further comments were received and the minutes of the 57th POC meeting were confirmed.

### 3. **Matters Arising from the 57<sup>th</sup> meeting**

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

**Mr. Adam LAI** (MD) updated members on the progress of the project : The project consultant, Mott MacDonald, had completed the project's Environmental Impact Assessment (EIA) in April 2010. EPD posted the EIA report for public exhibition during the period from 28 July to 26 August 2010. EPD had received four enquiries on the report. The EIA report and responses received were discussed at the EIA Sub-Committee on 13 September 2010. Subsequently the EIA report

had been submitted to the Advisory Council on the Environment (ACE) and would be considered at the ACE meeting scheduled for 11 October 2010.

[ Post meeting note: ACE endorsed the EIA report.]

The Marine Traffic Impact Assessment (MTIA) was finalised in July 2010 and it concluded that the dredging works could be conducted without creating unacceptable marine traffic impact to the Kwai Tsing Container Basin and its approach channel.

MD had been maintaining close liaison with the container terminal operators as the project progressed and the container terminal operators' dredging plans were being kept in view. The last meeting of the Working Group with the Container Terminal Operators was held in June 2010. The terminal operators were kept informed of the progress of the project and none of them had yet revealed any concrete plan on dredging their berthing boxes to the depth of 17 metres.

CEDD planned to present the EIA findings to the relevant district councils (Tusen Wan, Kwai Tsing, Islands and Southern DCs) prior to gazetting under the Foreshore and Seabed (Reclamations) Ordinance. CEDD met with the Ma Wan mariculturists in May 2010 to solicit their views on the EIA findings. The Ma Wan mariculturists did not accept the EIA findings and raised objection on the dredging works with demands for compensation. CEDD was working with THB and other relevant departments to formulate the consultation strategy covering ex-gratia allowance. Tentatively, consultation with relevant district councils was aimed to resume later this year.

Accordingly, gazetting of the dredging project under the Foreshore and Seabed (Reclamations) Ordinance was pending until after the consultation with the respective district councils. Subject to the progress of the DC consultation, it was anticipated that the overall programme would suffer a delay of about nine months, with completion of works now in early-2014.

**Mr. L.P. LAM** (CEDD) supplemented that CEDD expected to obtain support from relevant District Councils and would continue liaise with THB on the ex-gratia allowance issue. **The Chairman** said that the measures mentioned in the Marine Traffic Impact Assessment would

better be discussed in detail later in advance of the actual marine works starting.

- 3.1.1 **The Chairman** requested **Mr. Neville LAM** (CTI) to convey the message to the container terminal operators that their programme for dredging their berthing boxes should be scheduled to dovetail with the dredging of the Kwai Tsing basin to 17m to enable the project to be better explained to the Legislative Council and wider public. **Mr. Neville LAM** responded in the affirmative.

The Chairman summarized that the stages to be followed were settlement of local objections such as the mariculturists, support of the District Councils and funding approval from the Legislative Council.

- 3.1.2 **Mr. Peter NG** pointed out that since ultra-large container ships were already in service, it needed to be made clear to the District Councils and the Legislative Council of the importance of the dredging project. Otherwise these ships would divert to other ports downgrading Hong Kong to a secondary port. **Mr. Sunny HO** (HKSC) asked if the impact caused to the shipping industry by any slippage of the project could be quantified. **The Chairman** said that it would be difficult to assess the market situation in two years time.

### 3.2 Paragraph 5 – Request for Port Charges Reduction

**The Chairman** said the proposal for Port Charges Reduction had been submitted to the Financial Services and the Treasury Bureau (FSTB) for consideration.

[Post meeting notes: Having endorsed by the FSTB, POC Paper No. 4/10 – “Reduction in Port Dues and Fees” was circulated to members on 2.11.2010 and be endorsed subsequently.]

## 4. New Items

### 4.1 POC Paper No. 2/10

Workshop and Council Meeting of the APEC Port Services Network (APSN)

- 4.1.1 **The Chairman** presented the paper. He briefly reported on the APSN workshop and council meeting recently (September) held in Shanghai.

He requested members to note the information provided in this paper.

- 4.1.2 In regard to paragraph 14 of the paper – Future Events, which mentioned that a workshop on Green Ports would be held back-to-back with the next Council Meeting which was tentatively scheduled for the later half of 2011, **Mr. Peter NG** (HKLSA) said that the Shipping Lines in Hong Kong were working with Civic Exchange on the green harbour and Fair Winds Charter initiative – voluntary clean fuels initiative for ocean-going vessels calling at Hong Kong. **Mr. L.C. CHAN** (HKSA) said that in this regard, black smoke might be emitted while berthing when switching from heavy bunker to diesel and vice versa. He asked whether MD would tolerate or not. **The Chairman** responded that such fuel changes would take place when the ship was alongside and therefore no such emission should arise. He said that it would be crucial for the industry to join the voluntary scheme to give a cleaner port/environment. He also pointed out the importance of a longer term comprehensive Marpol Annex VI agreement to be made with authority of the Guang Dong Province. Otherwise, emissions from ships would increase in the Pearl River Delta area arising from shipping lines steaming longer distances to Shenzhen due to Hong Kong's requirement for cleaner fuel in port. **Mr. Peter NG** agreed adding that the first target of Civic Exchange was on ocean-going vessels with the next target on local vessels.

- 4.2 POC Paper No. 3/10  
Brief on Maritime Awareness Week

- 4.2.1 **The Chairman** briefed members that the Maritime Awareness Week (MAW) was to be held from 25 to 31 October 2010. The purpose of MAW was to raise the awareness of the general public on the importance of the maritime industry in Hong Kong and the contributions of seafarers to the society as well as to promote the career opportunities in the maritime industry to young people. He requested members to participate in the event as per the mail sent out by the Secretary of POC earlier.

## 5 **Any Other Business**

**Mr. Peter NG** (HKLSA) enquired on how to deal with the resistance

of moving out of the waste paper operators from the Kwun Tong Public Cargo Working Area. **The Chairman** said that the matter had been in discussion over the past two years. Chai Wan PCWA was one site for these operators to relocate but no agreement had been reached. Relevant government departments were still working on the matter.

**6. Date of Next Meeting**

**The Chairman** announced 24 February 2011 to be the date of next meeting.

**7. The Chairman** thanked **Mr. Y. K. LEE** for his work in the POC and members joined in saying farewell ahead of his retirement in early November.

**8. Close of Meeting**

The meeting closed at 1220 hours.

Confirmed this 24th day of February 2011.

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**Chairman**

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**Secretary**