

Minutes of the 59th POC Meeting

Date: 24 February 2011 (Thursday)

Time: 1030 hours

Venue: Room A, 24/F, MD Headquarters

| Present | | Chairman |
|----------------|---|---|
| | Mr. Roger TUPPER | |
| | Mr. Neville LAM | Container Terminal Industry |
| | Mr. Phileas FONG | Dockyard and Harbour Tug Operators (DHTO) |
| | Mr. S.C. MO (on behalf of Mr. Albert WONG) | HK Cargo Vessel Traders' Association (HKCVTA) |
| | 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 |
| | Mr. Sunny HO | HK Shippers' Council (HKSC) |
| | Mr. M.S. CHAN (on behalf of Mr. W.L. SIU) | Licensed Pilot (LP) |
| | Mr. T.K. CHEUNG | Local Ferry Operators (LFO) |
| | Ms. Cecilia CHAN | Oil Industry Representative Committee |
| | Mr. L.P. LAM (on behalf of Mr. S.K. LAM) | Civil Engineering and Development Department |
| | Mr. S.M. CHUNG | Marine Department (MD) |

| | | |
|-------------------------|---------------------|---|
| | Mr. Frankie LAM | Secretary |
| Ad Hoc Attendant | Mr. Nicholas BROOKE | Harbourfront Commission (HC) |
| | Mr. Nelson NG | HK & Kln Motor Boats & Tug Boats Association (MBTB) |
| | Mr. HY YIM | HK Cargo Vessel Traders' Association |
| Apologies | Mr. C.H. CHEE | Wharf and Godown Operators |
| | Miss Doris CHEUNG | Transport & Housing Bureau (THB) |

1. Opening Remarks

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

- **Mr. Phileas FONG** representing the Dockyard and Harbour Tug Operators
- **Mr. Nicholas BROOKE** – Chairman of the Harbourfront Commission
- **Mr. Nelson NG** – Vice-Chairman of MBTB
- **Mr. H.Y. YIM** – Vice-Chairman of Supervisory Committee of HKCVTA

2. Confirmation of the Minutes of the 58th Meeting held on 8 October 2010.

No further comments were received and the minutes of the 58th POC meeting were confirmed.

3. Presentation made by the Chairman of the Harbourfront Commission – Delivering a Quality Harbour – the need for an integrated approach:

3.1 **Mr. Nicholas BROOKE** (HC) made a power point presentation on the

subject. He introduced the structure of the HC, explained the vision, mission and area of responsibility of the HC Task Forces and other relevant details to the meeting. **Mr. BROOKE** invited any ideas from the floor.

- 3.2 **The Chairman** pointed out that it was a very comprehensive overview. **Mr. T.K. CHEUNG** (LFO) asked the way to contact the HC. **Mr. BROOKE** replied that the contact could be found on the HC website which would be the HC Unit of the Development Bureau. **Mr. Peter NG** (HKLSA) said that the HC should better communicate with the stake holders such as ship and port operators on relocation of existing port facilities, rather than handling it in a top down manner. If there were reasonable relocation options, such operators would find such proposals more reasonable. **Mr. BROOKE** said that the HC had engaged in dialogue with the stake holders and would continue to do so. **Mr. Sunny HO** (HKSC) enquired whether Junk Bay was included in the area of responsibility of the HC Task Forces. **Mr. BROOKE** said that Junk Bay was not covered. **Mr. Peter NG** added that Junk bay was a virgin land and should be taken on board also. **The Chairman** said that as Junk Bay provided a linkage both on land and sea to other parts of the harbour, he hoped the HC might consider this suggestion favourably.
- 3.3 **Mr. T.K. CHEUNG** stated that whenever there was any plan concerning ferry piers, the LFO should be consulted. **Mr. Nelson NG** (MBTB) asked how the PCWAs and typhoon shelters would be dealt with. **Mr. BROOKE** said that rationalizing would be the way forward. **The Chairman** added that the mode of working in the PCWAs needed to be both efficient and in close proximity to the relevant industries. He also said that members of the HKCVTA and the MBTB had to work even when No.3 typhoon signal was hoisted. Thus they had to seek shelter in the typhoon shelters in the harbour. **Mr. BROOKE** replied that it had been suggested that a Task Force be set up within the HC to look at land/water interface issues and he invited interested members to join the Task Force. **The Chairman** supplemented that it meant members could have a voice in the HC. **Mr. Sunny HO** said that lots of industries were using the water front. The HC should examine and assess their needs. **Mr. Phileas FONG** (DHOT) said that the areas in question were within the harbour limit, it was crucial as such areas linked to other parts of the

harbour. He also pointed out that the slipways located at North Tsing Yi Island supported local small boats' maintenance. Their existence was necessary. **The Chairman** said that hopefully HC would agree to have representatives coming from relevant industries to sit in the proposed Task Force to give input. **Mr. Phileas FONG**, **Mr. Peter NG**, **Mr. Sunny HO**, **Mr. T.K. CHEUNG** and **Mr. Nelson NG** said that they would like to join the Task Force. **The Chairman** said that other members who would like to join the Task Forces might inform HC via the Secretary afterwards. **Mr. BROOKE**, **Mr. Nelson NG**, and **Mr. H.Y. YIM** (HKCVTA) left the meeting at 1145 hours.

[Post-meeting notes: A soft copy of the captioned power point presentation was delivered to members for reference after the meeting. For information, the website of the HC was <www.hfc.org.hk>.]

4. Matters Arising from the 58th meeting

4.1 Paragraph 3.1 – Dredging for Kwai Tsing Container Basin and Approach Channel:

The Chairman updated members on the progress of the project:

The Environmental Impact Assessment Report had been endorsed by the Environmental Protection Department in October 2010. Its findings showed that the Project's potential impact on water quality, including that of around the Ma Wan Fish Culture Zone (FCZ) and fisheries, was insignificant.

At the district level, Ma Wan mariculturists and some Tsuen Wan District Council (DC) members were concerned that the Project would affect the water quality of the Ma Wan FCZ and of Tsuen Wan beaches which would be re-opened for swimming during summer 2011.

The government would shortly engaged the fishery and mariculturist groups as well as relevant DC members to brief them on the latest development of the project and tried addressing their concerns.

4.1.1 Mr. Peter NG said that the HKLSA was concerned about the dredging schedule which seemed to be behind the schedule of mega ships calling Hong Kong. Even a ship drawing 15.3 metres draught had to wait for

high tide and yet bigger ships were expected to come in near future. He further pointed out that a 18000 TEU ship might sign on which would call the ports of Hong Kong and Yan Tian in 2013. **The Chairman** said that the government would emphasize to the container terminal operators the need to dredge their berthing boxes down to 17 metres to dove tail their dredging plans with the government. **Mr. Peter NG** said that as economy showed an upward trend, it was expected to have more ships calling Hong Kong and more waiting time would be expected. He would relay the situation to THB.

- 4.2 Paragraph 3.2 – Request for Port Charges Reduction:
The Chairman updated members that the proposed reduction of charges on ocean going vessels and vessels plying within the river trade limits had been gazetted on 14 January 2011. The new fees would come into effect on 12 March 2011. **Mr. Peter NG** expressed gratitude for the port charges reduction as it would benefit the industry.
- 4.3 Paragraph 5 – Relocation of Waste Paper Operators in Kwun Tong PCWA:
The Chairman updated members that the Administration had been in close liaison with representatives of the operators with a view to addressing the concerns of different stake holders. It was planned to designate more berths at the Rambler Channel PCWA which would allow the handling of dirty cargoes and to re-align certain berths to serve the purpose. Discussions with the representatives of the operators would continue to resolve the issue. He also said that such operation would preferably be located on Kowloon side as most of waste paper generation were on this side of the harbour.
- 4.3.1 **Mr. Peter NG** enquired whether the length limitation (50 metres) for vessels entering the typhoon shelters could be relaxed. **The Chairman** replied that based on navigation, vessel safety and space concerns, the limitation could not be lifted for most shelters but vessels up to 75 metres could use Hei Ling Chau Typhoon Shelter. However, consideration might be made for special cases when deemed appropriate. **Mr. Sunny HO** said that there was a genuine need to have longer quays to accommodate larger barges and feeder vessels being planned and to be built in future. **The Chairman** said that future berth allocation in the Stonecutters PCWA could be looked into after this round of berth allocations was completed. **Mr. Sunny HO** asked if the working hours of PCWAs could extend beyond 9 pm by installing sound insulation

panels. **The Chairman** said that the suggestion would be relayed to relevant section to consider. However, the fact was that noise complaints about PCWAs were on the increase.

5 New Items

5.1 Request for Establishment of Marine Traffic Control Centre at Tuen Mun:

Mr. Peter NG explained the initiative and background of such request which was detailed in his memorandum circulated to members before the meeting. **Mr. M.S. CHAN** (LP) said that as the number and size of ships were increasing and the bunkering area attracted more small vessels to the area, also some projects involving marine works were expected to take place in the vicinity in near future, he agreed to the proposal. **Mr. S.M. CHUNG** (MD) said that MD had three patrol launches deployed in the area round the clock, one at Ma Wan and two in the Tuen Mun areas. They had noted the peaks of river trade vessel activities at the Tuen Mun Immigration Anchorage and patrolled accordingly. By means of patrol launch deployment and possible re-configuration of the water channels, including marking the deep water channel more clearly separated from the in-shore traffic lanes, the traffic would be under control. He further pointed out that as the small vessels were not under constant communication with any control centre, patrol launch regulation would be more effective and the situation would be kept in view. **The Chairman** added that the Tuen Mun Marine Office had been modified to accommodate this expansion of patrol operations. Also the passage planning project undertaken by the Shenzhen Authority would help. **Mr. Peter NG** said that the issue should be kept in view.

5.2 Air Draught of Vessels Transiting underneath the Tsing Ma Bridge – Tidal Variations:

Mr. Peter NG said that as the air draught of the Tsing Ma Bridge was 53 metres, some big ships would have to pass underneath the bridge in optimum tidal windows. **Mr. M.S. CHAN** supplemented that it was a common practice for other ports to accommodate ships exceeding the air draught limit. **Mr. S.M. CHUNG** said that the 53 metres was established in legislation and could not be amended administratively. However, the limit did allow for tidal allowances and how to utilize tidal windows would better be discussed in the Pilotage Advisory Committee (PAC). **Mr. Phileas FONG** said that the issue was discussed in the PAC and utilization of tidal windows was the

consensus of members. **The Chairman** said that technology should be available to take tidal factors into account, the details can be followed up by the PAC.

6. Any Other Business

- 6.1 **Mr. Phileas FONG** raised the “Proposal for Typhoon Mooring Buoys” which would be discussed in the next POC meeting.

[Post-meeting notes: A soft copy of the proposal was circulated to members after the meeting.]

- 6.2 **Mr. Peter NG** asked about the construction of the Number 3 Runway of the Chek Lap Kok Airport and if it was to be constructed, whether the marine traffic in the vicinity would be affected. **The Chairman** said that the consultation process for the need of the runway would start shortly. **The Secretary** supplemented that for this kind of project, MD would get involved at the start of the technical study and since it had yet to be decided whether to build the runway this remained some way off.

7. Date of Next Meeting

To be advised in due course.

8. Close of Meeting

The meeting closed at 1235 hours.

Confirmed this 2nd day of September 2011.

Chairman

Secretary