

Minutes of the 60th POC Meeting

Date: 2 September 2011 (Friday)

Time: 1100 hours

Venue: Room A, 24/F, MD Headquarters

Present	Mr. Roger TUPPER	Chairman
	Mr. Neville LAM	Container Terminal Industry (CTI)
	Mr. Tony LAI (on behalf of Mr. Phileas FONG)	Dockyard and Harbour Tug Operators (DHTO)
	Ms. Jenny WU (on behalf of Mr. Albert WONG)	HK Cargo Vessel Traders' Association (HKCVTA)
	Mr. Peter NG	HK Liner Shipping Association (HKLSA)
	Mr. L.C. CHAN	HK Shipowners Association (HKSA)
	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
	Ms. Doris CHEUNG	Transport & Housing Bureau (THB)
	Mr. L.P. LAM (on behalf of Mr. K.B. LEE)	Civil Engineering and Development Department (CEDD)

	Mr. S.M. CHUNG	Marine Department (MD)
	Mr. Frankie LAM	Secretary
Presenter	Messrs. Richard COLWILL, Jonathan HSU & Wilson KWAN	BMT Asia Pacific (BMT)
	Messrs. Frank LAU & Y.L. KWAN	Hongkong Electric Co. Ltd. (HEC)
	Mr. Ivan CHEUNG	MD
Attendant	Messrs. Francis LIU, S.C. LEUNG & F.L. CHEUK	MD
Apologies	Mr. Raymond CHENG	HK General Chamber of Commerce's Shipping and Transport Committee
	Mr. C.H. CHEE	Wharf & Godown Operators

1. Opening Remarks

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

- **Ms. Jenny WU** representing the HKCVTA on behalf of Mr. Albert WONG
- **Messrs. Jonathan HSU & Wilson KWAN** representing BMT
- **Messrs. Frank LAU & Y.L. KWAN** representing HEC

2. Confirmation of the Minutes of the 59th Meeting held on 24 February 2011.

One amendment was received: Paragraph 4.1, last word of the first sub-paragraph would be changed from 'negligible' to 'insignificant'. The minutes of the 59th POC meeting were then confirmed.

3. POC Paper No. 1/2011

Offshore Wind Farm in Hong Kong (Southwest of Lamma Island)

- 3.1 **Mr. Richard COLWILL** (BMT) made a power point presentation on the subject in the aspects of the background, site selection, risk assessment overview, current and future marine activities at the site, hazard identification, risk control and monitoring. He also presented the frequency of vessel drifting incidents during typhoons showing that incident rates had fallen steeply in the last two decades, and the pattern of the strongest winds meant most of the drifting tracks (from vessels moored north to the Wind Farm site) would not infringe the Wind Farm site. He concluded that the resulting societal risks posed by the Wind Farm's operation, expressed as Potential Loss of Life to the adjacent marine population, fell comfortably within the 'Acceptable' range of the Hong Kong societal risk guidelines.
- 3.2 **Mr. Sunny HO** (HKSC) enquired about the safety means to be applied during foggy weather. **Mr. COLWILL** replied that navigation signals including lights and fog signals would be installed at the corners and at intermediate positions of the Wind Farm in accordance with the International Association of Marine Aids to Navigation and Lighthouse Authorities' requirements.
- 3.3 **Mr. T.K. CHEUNG** (LFO) asked the reason for an appendage shaped area located at the southeast corner of the proposed Wind Farm site. **Mr. Frank LAU** (HEC) responded that the said area would be the site of the wind monitoring station and would be removed after the wind monitoring period was completed. **Mr. CHEUNG** further queried about the noise created during the construction phase of the Wind Farm. **Mr. LAU** said that underwater noise creation during the construction phase would be unavoidable but the Environmental Impact Assessment (EIA) had confirmed such impact would be acceptable upon implementation of mitigation measures. When the Wind Farm came into operation, it would be relatively quiet (less than

ambient noise levels), principally due to high elevation of the turbines.

- 3.4 **Mr. Peter NG** (HKSLA) enquired whether the Wind Farm site would take up designated anchorage space for ocean going vessels. **Mr. S.M. CHUNG** (MD) pointed out that the South Lamma Anchorages had been planned to expand due to practical needs. The future expansion would need to take into account the Wind Farm site and the access to HKE's coal jetty. He also said that the area of water from the South Lamma Anchorages to the spoil ground to the west was at present a suitable site for damaged vessels to be located.. With the Wind Farm in place the area would be reduced somewhat .MD would ensure adequacy of space for such vessels in the southern HKSAR waters.
- 3.5 **Mr. COLWILL** said that under normal weather conditions, HEC would manage the traffic within the Wind Farm site. During typhoons, the ocean going vessels anchored nearby would use their own power and anchors to prevent dragging onto the site which were common seamanship practice.
- 3.6 **Ms. Doris CHEUNG** (THB) asked if the present site had gone through a site selection exercise. She also enquired whether there would be any plan for future expansion of the site. **Mr. COLWILL** replied that a site selection exercise was conducted under the EIA process taking into account marine and other issues. He also said that at the present site (set within a triangular "pocket" of low level marine activities), room for expansion would be quite restricted. However, wind turbines might be upgraded to achieving a greater power output.
- 3.7 **Ms. CHEUNG** asked whether consultation with local community such as, residents and fishery groups had taken place. **Mr. Frank LAU** (HEC) answered that an on-going liaison group had been set up and relevant stake holders were invited to join as members including representatives from academy, green groups, fisheries, and local committees. This liaison group would give advice on design, construction and operations of the Wind Farm project to achieving win-win situations. He further pointed out that there were other initiatives to consider issues such as the enrichment of fishery resources and maximize the public educational value through tours to the site.

- 3.8 **The Chairman** said that the Wind Farm, not being a restricted area, could expect fishing and recreational activities to take place based on experience elsewhere. He enquired how HEC was going to manage such activities within the site and what was the legal or otherwise basis of the 50 metres restricted area around the mast of each wind turbine. **Mr. COLWILL** explained that in Europe, the Wind Farms were managed in two broad ways. Firstly, a Wind Farm could be treated as a blanket exclusion zone so that no unauthorized vessels could enter (common practice in Continental Europe). Secondly, by means of administrative measures such as the issue of Marine Department Notices, vessels should not intrude 50 metres around the mast of each wind turbine (typical United Kingdom (UK) practice). He then added that the wind turbines would be made difficult to climb up by setting ladders well above water level. **The Chairman** agreed that it was better for the public to align with the practices adopted in UK. For safety potential visitors to the site should be alerted of the necessary precautions to be followed. Divers might also be expected to swim close to the piles of the wind turbines. Monitoring arrangement of the site including but not limited to CCTV surveillance, AIS, radar and patrol boats had to be considered. He further pointed out whether there was any way to get a person down from the wind turbine either with or against that person's own will under such limited accessibility up on the wind turbine. **Mr. COLWILL** replied that HEC was in the process of developing a response plan based on risk detection, avoidance and intervention. Resources would include control centres and vessels based at the Lamma Power Station of HEC.
- 3.9 **Mr. L.C. CHAN** (HKSA) enquired about the percentage composition of the Wind Farm power output of HEC's total power output, **Mr. LAU** (HEC) said it would be about 1.6 % of HEC's generation. Taking the 1 to 2 % of CLP into account, 1 to 2 % renewable energy of Hong Kong's total power output would be resulted due to the two Wind Farms currently planned. **Mr. CHAN** said that to account for such small amount of renewable energy, the areas for emergency anchoring would be sacrificed. **The Chairman** observed that it was a community trade off. Representatives of BMT and HEC left at 1145 hours.

4. Matters Arising from the 59th meeting

4.1 Paragraph 3.1 – Presentation made by the Chairman of the Harbourfront Committee (HC): Update on the proposed New Task Force (NTF) on Water-land Interface:

The Chairman updated members that a NTF on Water-land Interface was proposed to be established in the HC meeting held in July, to focus discussions and work on water-land interface. The details were found in the HC paper which had been circulated to members. **Mr. Francis LIU** (MD) added that MD had submitted to HC the name list of members who had indicated an interest to join the NTF for consideration. **The Chairman** said that it would be vital to have voice from the industry in the HC to spell out what the industry needed and how the industry worked. He also said that he suggested the Chairman of the HC to chair the NTF and Director of Marine would then agree to be the Vice-Chairman, thus the NTF should carry more weight. **Mr. Peter NG** said that he supposed there were specialists from other sectors participating in the NTF, as long as there were representatives from POC, the number was not quite important. **The Chairman** stressed that more members from the marine community sitting in the NTF would give more voice and views which were vital.

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

The Chairman updated members on the progress of the project: CEDD initially planned to present the dredging project's Environmental Impact Assessment (EIA) report on the project to the relevant DCs (i.e. Tsuen Wan, Kwai Tsing, Islands and Southern) in June/July 2011 and gazette the project under the Foreshore and Seabed (Reclamations) Ordinance in October 2011. However, in view of the judgment of the judicial review on the EIA report on the Hong Kong-Zhuhai-Macao Bridge project, EPD advised CEDD to revise the approved EIA report for the dredging project in order to comply with the judgement and resubmit for approval. It is expected the additional assessment work would be completed with results submitted to EPD for comments in late 2011. Subject to EPD's acceptance of the further assessment, it was planned to exhibit the revised EIA for public inspection in early 2012. It was also planned to obtain DEP's approval of the revised EIA report

by 2nd Quarter of 2012. Thereafter, CEDD would consult the relevant district councils and thence gazette the project under the Foreshore and Seabed (Reclamations) Ordinance.

The concern of the Ma Wan mariculturists and some Tsuen Wan District Council (TWDC) members on ex-gratia allowance (EGA) package remains to be resolved. FHB was reviewing the EGA package and had been liaising with the Hon Wong Yung-kan and other stakeholders on the subject. The initial outcome of the review was expected to be available in late 2011.

MD kept in view the container terminal operators' dredging plans.

- 4.2.1 **Mr. Peter NG** expressed that the project took a long time and more mega sized container ships were on coming. **The Chairman** pointed out that the dredging process would not take long, but the necessary statutory/consultation processes before dredging were time consuming. **Ms. Doris CHEUNG** said that the Bureau and departments concerned would keep in view the progress of the project and would need to consult the relevant District Councils. She also said that the Administration would ensure that the project could proceed as quickly as possible as the circumstances so permit. **The Chairman** added that the Government alone could not prove the importance and urgency of the project, the industry also played an important role. The industry needs to clearly express their support for the project. He then reminded the Container Terminal Operators that drawing up plans for dredging of their berthing boxes would be a clear expression of such support. **Mr. Neville LAM** (CTI) responded that the Hong Kong Container Terminal Operators Association had sent a letter to the Government showing their support of the project and individual operators would draw up their own measures to dovetail with the project. **Mr. Sunny HO** (HKSC) asked how far the project is delayed to date. **The Chairman** replied that it was two years behind the original schedule. **Mr. Peter NG** said that a new 18,000 TEU ship was about to operate and would choose some ports in the region as hub ports and the available depth in Kwai Chung versus Yantian would affect the decision. The Chairman concurred with that assessment.

4.3 Paragraph 4.3 – Relocation of Waste Paper Operators in Kwun Tong PCWA:

The Chairman updated members that two tendering exercises had been held between April and July 2011. All Kwun Tong waste paper operators secured berths in other Public Cargo Working Areas (PCWA). Two third of the operators secured berths at the Rambler Channel PCWA and the remaining operators secured berths at Chai Wan and Tuen Mun PCWAs.

4.4 Paragraph 6.1 – Proposal for Typhoon Mooring Buoys (raised by **Mr. Phileas FONG** (DHTO)):

The Chairman said that our colleagues of the Vessel Traffic Centre would follow up accordingly and if necessary the proposal would be dealt with in the Pilotage Advisory Committee.

5 **POC Paper No. 2/2011**

Upgrading of Vessel Traffic Services (VTS) System and Construction of a new Vessel Traffic Centre (VTC) and Marine Emergency and Maritime Rescue Co-ordination Centre (MRCC):

Mr. Ivan CHEUNG (MD) made a power point presentation on the subject. He explained the initiative and background of such upgrading. He also briefed members on the progress of the project. The proposed new VTC and MRCC building would be located at the Stonecutters Island and the current centres located at the Macau Ferry Terminal would become fall back centres. **The Chairman** said that the new VTS would be able to exchange data with VTCs in the region. **Ms. Doris CHEUNG** added that the ocean going vessel traffic in Hong Kong waters were very congested and it was time to upgrade the VTS system. She then enquired once the new centre came into operation, would the fall back centre be running at the same time. **The Chairman** said that the fall back centre would not be fully manned and be used if in need. **Mr. Peter NG** said that the visual inspection of traffic situation now at MFT was very well and important, he asked whether the same situation would exist in the new centre. **The Chairman** replied in the affirmative. **Mr. Sunny HO** and members expressed their full support to the upgrading of VTS System and construction of a VTC and MRCC building.

6. **Any Other Business**

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

Mr. S.M. CHUNG (MD) said that the Pilotage Advisory Committee (PAC) had agreed and 6 trials had been carried out in August for vessels of air draught more than 53 metres to transit underneath the Tsing Ma Bridge by utilizing the tidal windows. The operations seemed to be smooth and the results would be reported to PAC before finalizing the procedures. Mr. M.S. CHAN (LP) pointed out that tidal variation of +1.5 metres would suffice for such transits whilst retaining the safety margin. Mr. Peter NG added that it was a very good move however, the shipping liners had to discuss more detailed arrangement as mega sized vessels would need to use the tidal window which would disrupt the first come first serve principle. Mr. M.S. CHAN said that LP would attend such meeting and give input accordingly.

6.2 Mr. Peter NG proposed to give a big hand to the Chairman for his contributions made to the POC as the Chairman would retire in November 2011.

7. Date of Next Meeting

To be advised in due course.

8. Close of Meeting

The meeting closed at 1235 hours.

Confirmed this day of

Chairman

Secretary