

## Minutes of the 65th POC-Meeting

**Date:** 22 May 2014 (Thursday)  
**Time:** 1030 hours  
**Venue:** Room A, 24/F, MD Headquarters

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<b>Present</b>	Mr. Michael W.L. WONG	Chairman
	Mr. M.S. CHAN	Licensed Pilot (LP)
	Mr. W.S. CHAN	HK Liner Shipping Association (HKLSA)
	Miss Cecilia CHAN	Oil Industry Representative Committee (OIRC)
	Mr. Raymond K.W. CHENG	HK General Chamber of Commerce (HKGCC)
	Mr. T.K. CHEUNG	Local Ferry Operators (LFO)
	Mr. Phileas Y.C. FONG	Dockyard and Harbour Tug Operators (DHTO)
	Mr. Sunny HO	HK Shippers' Council (HKSC)
	Mr. Y. K. WONG (on behalf of Mr. Andrew K.L. WONG)	HK Cargo Vessel Traders' Association (HKCVTA)
	Mr. David CHU (on behalf of Mr. Charles C. W. YUNG)	Container Terminal Industry (CTI)
	Mr. Tony CHAN (on behalf of Ms. Julina CHAN)	Transport & Housing Bureau (THB)
	Mr. Gordon PEI (on behalf of Mr. Francis LEE)	Civil Engineering and Development Department (CEDD)

Mr. C.T. LAI Marine Department (MD)

Mr. W.H. WONG MD

Mr. Frankie LAM Secretariat

Mr. P. ZOU Secretariat

**In Attendance**

Mr. H.M. TUNG Deputy Director of Marine

Ms. Phoebe CHAN THB

Mr. Simon TSE MD

Mr. Adrian F.C. CHAN MD

Mr. Wilson KWAN BMT Asia Pacific Ltd. (BMT)

Ms. Helen LEUNG AECOM Asia Co. Ltd.

Mr. Dennis CHIU Mass Transit Railway Corporation  
(MTRC)

Mr. Fumihiro AIKAWA MTRC

Mr. Cyrus WONG Highways Department (HyD)

**Absent with Apologies**

Mr. W. ZHOU HK Shipowners Association

Mr. M.S. WONG Wharf & Godown Operators

## **1. Open of Meeting**

- 1.1 The Chairman welcomed all to the meeting and introduced himself to members.

## **2. Welcome New Comers**

- 2.1 The Chairman introduced the following new comers:
- 2.1.1 Mr. Y.K. WONG, on behalf of Mr. Andrew K.L. WONG of HKCVTA
  - 2.1.2 Mr. David CHU, on behalf of Mr. Charles C.W. YUNG of CTI
  - 2.1.3 Mr. Tony CHAN on behalf of Ms Julina CHAN of THB
  - 2.1.4 Ms. Phoebe CHAN of THB.
  - 2.1.5 Mr. C.T. LAI, AD/PC (Ag.) replacing ex-AD/PC Mr. S.M. CHUNG
  - 2.1.6 Mr. Frankie LAM, SMO/PSA replacing Mr. M.S. CHAN as the Secretariat of POC
  - 2.1.7 Mr. P. ZOU, MO/P&D(3) as the Secretariat of POC
  - 2.1.8 Mr. Simon TSE, AD/MP (Ag.) to update the progress on the amendment to SOLAS Chapter VI, Regulation 2 – Cargo Information – Weighing of Containers, which was a matter raised in the 64<sup>th</sup> POC meeting
  - 2.1.9 Mr. Adrian F.C. CHAN, SMO/P&D(1) as subject officer of POC Paper No. 2/2014 – Marine Traffic Impact of the Shatin to Central Link (SCL)
  - 2.1.10 Mr. Wilson KWAN of BMT for presenting the POC Paper No. 2/2014
  - 2.1.11 Messrs. Dennis CHIU and Mr. Fumihiro AIKAWA of MTRC to assist presenting the POC Paper No. 2/2014

2.1.12 Ms. Helen LEUNG of BMT to assist presenting the POC Paper No.2/2014

2.1.13 Mr. Cyrus WONG of HyD to assist presenting the POC Paper No.2/2014

### **3. Confirmation of the minutes of the 64th Meeting held on 24 October 2013**

3.1 As no amendments were proposed by Members, the minutes of the 64th POC Meeting were confirmed.

### **4. Matters arising from the 64th Meeting**

4.1 **Amendment to SOLAS Chapter VI, Regulation 2 – Cargo Information – Weighing of Containers.**

4.1.1 **The Chairman** invited **Mr. Simon TSE** (MD) to update the progress on the development of the Weighing of Containers issue.

4.1.2 **Mr. TSE** reported that pursuant to the discussion at the 64<sup>th</sup> POC Meeting, a Working Group chaired by Multi-lateral Policy Division of MD comprising relevant trade representatives, including local shippers, freight forwarders, ship owners and terminal operators had been set up and its first meeting was convened on 16 December 2013. At that meeting, members expressed their concerns on the verification of weight of the packed containers, and suggested the introduction of an honest declaration system on the gross mass as well as a quality assurance system supported by legislative amendments. However, as the issue had read-across implications to Hong Kong, Macau and the Mainland, it was subsequently escalated to a higher level in the Central Government of the PRC. The Chair of the Working Group was taken up by the China Maritime Safety Administration (China MSA). The first meeting of this new working group was held on 21 January 2014 at which trade representatives expressed their concerns as mentioned above. It was agreed that the working group would focus on formulating the verification system of gross mass, and that Shenzhen MSA would take the lead to organize future meetings and

co-ordinate related research work. **Mr. TSE** further updated Members that the concerned SOLAS amendment had been approved by IMO in its Maritime Safety Committee 93 session held on 21 May 2014.

- 4.1.3 **The Chairman** invited views from Members. **Mr. Sunny HO** (HKSC) commented that the industry had raised their concerns and made proposals to the working group led by China MSA. The industry would like to be informed about the progress of the work being carried out by the working group and about the result of the ongoing research. **Mr. HO** also opined that the desirable approach was to adopt an easy and practicable method to calculate the gross mass of the cargo.
- 4.1.4 **The Chairman** noted that the coming working group meeting would be held in Shenzhen soon. Standard formulation work would be led by the Mainland side with assistance from the industry in Hong Kong. MD would continue to liaise closely with China MSA on the vital issues. Given the large volume of cargo originating from the Mainland and transiting Hong Kong, **the Chairman** added that it would be desirable for the standards to be adopted by Hong Kong and Mainland authorities to be aligned in an appropriate manner to avoid double handling and to raise efficiency.
- 4.1.5 **Mr. HO** suggested that apart from the gross mass overloading issue, MD could convey other IMO resolutions affecting marine traffic safety to Members for reference and safety awareness.

[Post Meeting Note: With effect from May 2014, MD had been circulating the IMO provisional agenda and list of meeting papers for member's advance notice and comment. The existing practice to consult / notify the industry when IMO decisions that would affect Hong Kong were expected would continue.]

#### 4.2 **Dredging for Kwai Tsing Container Basin (KTCB) and Approach Channel**

- 4.2.1 **The Chairman** invited **Mr. Gordon PEI** (CEDD) to provide an update on the progress of the dredging project.
- 4.2.2 **Mr. PEI** reported that the preparation for this project would focus on environment protection and marine traffic management issues.
- 4.2.3 **Mr. PEI** reported that dredging operations at Northern and Western Fairways had commenced since late April 2014 and he expected the dredging works at KTCB could commence in mid – 2014, for completion in early 2016.
- 4.2.4 **Mr. PEI** mentioned that THB and CEDD had updated the Hong Kong Port Development Council on the progress of this project, and on the measures adopted to minimize disruption to port operations, on 28 November 2013.
- 4.2.5 **Mr. PEI** also explained the difficulties encountered in the works, and the approach to be adopted by CEDD and its works contractor to solve the problem, ensure marine traffic safety and minimize the impact on terminal operations.
- 4.2.6 **Mr. W.S. CHAN (HKLSA)** mentioned the change of the operation pattern of the Liners (formation of consortium for example) and expressed concerns on the congestion at container yards.
- 4.2.7 **Mr. HO** enquired about the progress of the dredging works in areas within 50 metres of berth fronts, i.e. the berthing boxes and would like to have more information on the maintained water depths of other nearby ports (in the Pearl River Delta). **Mr. PEI** replied that CEDD's dredging works was targeted to be completed by early 2016. He did not have information about the progress of the dredging works within the berthing boxes as they should be determined and arranged by the individual container terminal operators. **The Chairman** asked the Secretariat to seek information relating to berthing boxes from the relevant terminal operators. In parallel, MD would circulate water depths information relating to nearby ports, including Shenzhen, Yiantian and Nansha Ports, to Members for reference once

such information was available.

[Post Meeting Note: HKSC had been invited to join the Marine Traffic Management Liaison Group (MTMLG) and its representative attended the MTMLG held on 11 July 2014. The five container terminal operators had provided updated dredging plans on their respective berthing boxes, copied at **Annex 1** for reference. The maximum water depths of container berth at Shenzhen (Shekou), Yiantian and Nansha Ports are 17, 16.5 and 17 metres respectively.]

- 4.2.8 **The Chairman** noted that CEDD would keep Members posted of the latest progress of this project through the Secretariat.

[Post Meeting Note: Dredging works of the Kwai Tsing Container Basin began at early August 2014 and is expected to last for about 18 months. For details, please refer to Marine Department Notice No. 95 of 2014 at the following link: <http://www.mardep.gov.hk/en/notices/pdf/mdn14095.pdf>.]

- 4.2.9 **Mr. T. K. CHEUNG** (LFO) reported that he had notified members of the HK & Kowloon Motor Boats & Tug Boats Association (MBTA) about the concerned dredging works, and that he would like to be updated on its progress as well.

[Post Meeting Note: The works contractor had agreed to include MBTA in the MTMLG with **Mr. CHEUNG** as MBTA's representative. ]

#### 4.3 **Establishment of Principal Fairways in the Waters of Lantau Island**

- 4.3.1 **Mr. W.H. WONG** (MD) updated the meeting on the outcome of the consultation with various Advisory Committees such as Pilotage Advisory Committee, Local Vessel Advisory Committee and High Speed Craft Consultative Committee in addition to POC, and outlined the progress of the legislative amendments to give effect to the proposal. **Mr. WONG** reported that the Vessel Traffic Services Branch of MD had circulated the first draft of the Draft Drafting Instructions (DDI) to the Department of Justice for comment.

4.3.2 **Mr. M.S. CHAN** (LP) enquired about the implementation date of the proposal. **Mr. WONG** replied that it would be subject to the Legislative Council's approval of relevant Subsidiary Legislation Schedule amendments.

#### 4.4 **Amendments to the Membership of POC**

4.4.1 **The Chairman** informed the Meeting that the current term of office of POC had been extended to until 14 August 2014. MD was in the process of reviewing the membership structure. Members would be informed of the new membership of POC in due course.

[Post Meeting Note: The new membership of POC was gazetted on 15 August 2014.]

### 5. New Items

#### 5.1 **POC Paper No.2/2014**

##### **Marine Traffic Impact Assessment (MTIA) of the Shatin to Central Link (SCL) Construction**

5.1.1 **The Chairman** invited the project team to present the paper. **Mr. Dennis CHIU** (MTRC) briefed members on the background of the SCL project and highlighted the works of the cross-harbour section.

5.1.2 **Mr. Wilson KWAN** (BMT) presented POC Paper No.2/2014, which contained the findings of the MTIA. **Mr. KWAN** explained that the main scope of the study included (i) reviewing the existing marine facilities, environment and operations; (ii) analyzing the potential impact of the SCL works; and (iii) recommending the corresponding mitigation measures.



5.1.3 **Mr. KWAN** then gave a brief description on the following items:

- (i) minimum channel width design;
- (ii) delivery of the precast immersed tunnel (IMT) units from Shek O to the harbour;
- (iii) phases of the cross-harbour tunnel construction, in particular the IMT installation and backfilling;
- (iv) two options for fairway diversion & sterilization of Government Mooring Buoys (GMBs); and
- (v) three stages of the construction of the Causeway Bay Typhoon Shelter section and the respective temporary private mooring relocation and marine traffic arrangement for each stage.

5.1.4 In response to **Mr. CHEUNG**, **Mr. KWAN** said that during certain fairway diversion periods, GMB No. 3 & 4 would have to be sterilized but would not be removed. **Mr. CHEUNG** suggested the removal of these two GMBs as they could not be used during such periods and that this would provide more sea room for vessels to manoeuvre, especially during emergency. **The Chairman** said that MD would consider the suggestion carefully.

5.1.5 **Mr. CHAN** (LP) opined that the 210m channel width would only be sufficient for single way traffic, and enquired if BMT had consulted the Ocean Terminal (OT) and the Tourism Commission (TC) regarding the demand for two way traffic arrangement especially during the tourism peak season. **Mr. CHAN** further enquired about the relocation/evacuation plans for the construction vessels in the event of typhoons. **Mr. KWAN** responded that the design of the 210m channel was based on the requirement of the largest megacruise ship. In the case of two way traffic, the channel should be able to accommodate one big ship plus one small ship. The water space outside the diverted channel (with approximately 150m wide) might also be utilized by small vessels. As regards consultations with OT and TC, **Mr. KWAN** explained that the future contractor would undertake such tasks. A Marine Traffic Management Liaison Group would be set up by the contractor to coordinate temporary marine traffic arrangements. The contractor would also work out a detailed contingency plan in the event of typhoons. **Mr. CHAN** opined that typhoon arrangements should be more critical for working vessels in

the harbour than those working in the remote Hong Kong-Zhu Hai-Macao Bridge (HZMB) site.

- 5.1.6 **The Chairman** asked the Secretariat to get from BMT updates about such arrangements once they were worked out, and to circulate them to Members forthwith.
- 5.1.7 **Mr. CHIU** supplemented that the precast units would be built and stationed at Shek O, and they would establish a decision making system to decide when to transport the precast units into the harbour taking into account factors such as weather conditions. **Mr. CHAN** (LP) suggested reference should be made to the practice adopted in HZMB project. **Mr. Phileas Y.C. FONG** (DHTO) suggested that in view of the long towing hours and their potential impact on marine traffic, MTRC should learn from past experiences and consult the trade.
- 5.1.8 **Mr. CHAN** (HKLSA) opined that both cruise terminal operators, i.e. the Kai Tak Cruise Terminal and Ocean Terminal, should be consulted in due course. He also suggested that alternative sheltered water spaces in the vicinity should be provided for the trade to maintain its normal cargo operation when GMBs B3, B4, A29 and A35 had to be sterilized to facilitate the marine works required by the SCL project. **The Chairman** remarked that comments from the trade would be given very careful consideration by experts in MD in finalizing the traffic arrangements.
- 5.1.9 **Mr. C.T. LAI** (Ag. AD/PC, MD) suggested MTRC to optimize the working method and schedule so as to lower the frequency of fairway diversion and sterilization of GMB, and to minimize the consequential disruption to the trade.
- 5.1.10 In response to **Mr. Y.K. WONG** (HKCVTA), **Mr. KWAN** said that the location of the reinstated GMB A35 would be slightly adjusted to avoid the dropping of anchors directly on top of the tunnel or cable alignment.

5.1.11 In response to **the Chairman, Mr. CHIU** said that the recent archaeological work at SCL To Kwa Wan Station would not have direct impact to the SCL Cross Harbour section.

5.1.12 **The Chairman** noted that if Members had further comments on the subject, they could write to the Secretariat which would forward their views to MTRC for their follow up.

## 5.2 **POC Paper No.3/2014**

### **Information Note – Government Actions on Enhancing HK Port’s Competitiveness – Response to the Hong Kong Container Terminal Operators Association (HKCTOA) White Paper**

5.2.1 **Mr. Tony CHAN** (THB) briefed Members on the Government’s ongoing efforts to enhance the competitiveness of the Hong Kong Port in response to suggestions submitted by the HKCTOA on the following:

- (a) rationalization of port backup land;
- (b) provision and integration of additional dedicated barge berths; and
- (c) conversion of excess parking and queuing spaces within terminals to container stacking yards.

5.2.2 As regards item (a), **Mr. CHAN** reported that the following efforts were being taken by THB:

- (1) THB was conducting a review in collaboration with the relevant Government departments to examine and identify possible ways to improve the allocation mechanism and management of port back-up sites in Kwai Tsing Container Terminals area. The trade and industry stakeholders would be consulted when the review was completed in around late 2014.

- (2) THB had initially identified two potential sites located on both sides of the Kwai Tsing Container Basin (KTCB) for container storage use, i.e. Site A (4.5 hectares) on the Stonecutters Island adjacent to Container Terminal (CT) 8W, and Site B (1.6 hectares) adjacent to CT 9S. THB would seek to release them for container storage use once the detailed technical requirements associated with the Stonecutters Bridge were sorted out, hopefully by phases starting from 2015.
- (3) THB was commissioning a feasibility study on the provision of multi-storey parking facilities for container and goods vehicles in Kwai Chung with a view to freeing up more land for other port back-up uses to cater for the port operations which was scheduled to be completed in around mid-2015.

5.2.3 As regards item (b), **Mr. CHAN** reported that in considering the marine operation and traffic impact at the KTCB entrance, MD and the Hong Kong Pilots Association (HKPA) did not support the current proposal to establish additional barge berths adjacent to CT8W/CT9S under the Stonecutters Bridge. Nevertheless, they stood ready to consider very carefully further proposals from the terminal operators. Separately, but also as part of the review, THB was considering the possibility of releasing two barge berths (i.e. STT3764 at south of CT 9S and STT 3781 at north of CT9N) upon expiry of the fixed term under Short Term Tenancy by land sale. **The Chairman** remarked that as the channel in question provided the only entrance into/exit from the KTCB, its blockage could totally paralyze the operations of container terminals and the consequences to Hong Kong as a whole would be unbearable. Experts in MD would thus examine any proposal that might negatively impact on the safe and unimpeded operation of this critical channel against stringent and exacting considerations.

- 5.2.4 As regards item (c), Mr. CHAN reported that the demand for container tractor parking space within the terminal had been reduced due to more cargo being carried at sea by river trade vessels. Ms. Phoebe CHAN (THB) supplemented that, according to the Transport Department's initial assessment, only the existing parking area within container terminals could be considered for converting to container stacking yard. The queuing area would be kept intact and each case would be considered on its individual merits. Mr. CHAN (HKLSA) opined that the present provision of container yards was insufficient. Ms. CHAN responded that the Government was considering how best to utilize the port back-up land in Kwai Tsing with a view to freeing up more land for container storage.
- 5.2.5 In response to Mr. CHAN (HKLSA), Mr. CHAN (THB) responded that the purpose of the multi-storey car parks was to accommodate container trucks and heavy vehicles currently accommodated by outdoor parking, with a view to releasing more land for container storage yard.
- 5.2.6 Mr. HO suggested that open land tender should be conducted to optimize land use. He suggested that there were insufficient parking spaces for container trucks, and the Government should fully review the demand and supply situation for yard areas and truck parking spaces. Mr. CHU supported this suggestion. Ms. CHAN said that THB in collaboration with TD was examining the possibility of not allowing the car parks in question to accommodate private cars. Mr. HO said that the Government should take into account the difficulties faced by truck parking operators when dealing with the provision of land for truck parking. Ms. CHAN thanked Members for their comments which would be taken into account in the review exercise, as appropriate.
- 5.2.7 Mr. CHAN (LP) expressed HKPA's consistent support for the efforts to enhance the competitiveness of the Hong Kong Port, and explained HKPA's reservation on the current barge berth proposal at the KTCB entrances. Mr. CHAN further reiterated that HKPA agreed with MD's views on the current proposal, but was prepared to consider any further proposal that might be put forward.

- 5.2.8 In response to **Mr. WONG (HKCVTA)**, **Mr. CHAN** (THB) said that the purpose of placing rock armors in front of the seawalls underneath the Stonecutters Bridge at the KTCB entrances in slope form was believed to prevent the mooring of vessels and for reducing the wave wash effect.
- 5.2.9 **Mr. CHAN** (LP) further pointed out that the Modern Terminals Ltd had not yet finalized its proposal on new barge berth at CT9S. As a preliminary observation, HKPA considered that the container berth extension proposal at CT9S to accommodate large container ships might have less negative impact, although a definitive view would only be possible after the full proposal had been finalized.
- 5.2.10 **Mr. CHAN** (HKLSA) expressed his concerns on the marine traffic risks that might be generated by the foreseeable large amount of barge movements in such a critical entrance.
- 5.2.11 **The Chairman** said Members were welcome to submit further comments in writing to THB through the Secretariat.

## **6. Any Other Business**

### **6.1 The Three-runway System (3RS) Study conducted by the Hong Kong Airport Authority (HKAA)**

- 6.1.1 **The Chairman** invited Members to actively attend the joint consultation workshop to be held on 5 June 2014, and to express their views on the 3RS issue, including its potential impact to the navigation in Urmston Road.

## **7. Date of Next Meeting**

To be advised.

**8. Close of Meeting**

The meeting closed at 1245 hours

Confirmed this                      day of

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**Chairman**

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**Secretary**