

## Minutes of the 66th POC Meeting

**Date:** 14 May 2015 (Thursday)  
**Time:** 1100 hours  
**Venue:** Room A, 24/F, MD Headquarters

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<b>Present</b>	Mr. Michael W.L. WONG	Chairman
	Mr. Danny YEUNG	HK Pilots Association (HKPA)
	Mr. K.C. WONG	HK Liner Shipping Association
	Miss Cecilia CHAN	Oil Industry Representative Committee
	Mr. Edward TANG	HK General Chamber of Commerce's Shipping & Transport Committee
	Mr. T.K. CHEUNG	HK & Kowloon Motor Boats & Tug Boats Association (HKMBTA)
	Mr. Jerry LO	Dockyard and Harbour Tug Operators
	Mr. Ron CHAN	HK Shippers' Council
	Mr. Andrew WONG (on behalf of Mr. H.Y. YIM)	HK Cargo Vessel Traders' Association
	Mr. Franco NING	HK Container Terminal Operators Association
	Mr. William CHAN (on behalf of Mr. Sunny CHEUNG)	HK Mid-Stream Operators Association
	Mr. Michael LAU	Cruise Terminal Operators
	Mr. C.K. WAN	Cross-boundary High Speed Ferry Operators (CBHSFO)

Ms. Iris MAK	Individual
Mr. W. ZHOU	HK Shipowners Association
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. Frankie LAM	Secretariat

**In Attendance**

Mr. Y.M. CHENG	MD
Mr. Adrian CHAN	MD
Mr. Warren LI	MD
Mr. Tony LI	MD
Mr. James CHAN	Highways Department (HyD)
Mr. Matthew FUNG	HyD
Mr. Tony PANG	HyD
Mr. Alan CHAN	Agriculture, Fisheries and Conservation Department (AFCD)
Dr. Y.M. MAK	AFCD
Mr. Terence LEUNG	Ove Arup & Partners HK Ltd (ARUP)
Ms. Jessica SIN	ARUP

Mr. P.K. CHENG

PlanArch Consultants Ltd

**Absent with Apologies**

Mr. Jimmy NG

Individual

**1. Opening**

1.1 The Chairman welcomed the following new members to the meeting:

- Mr. Ron CHAN representing HK Shippers' Council;
- Mr. Danny YEUNG representing HK Pilots Association;
- Mr. William CHAN representing HK Mid-Stream Operators  
(on behalf of Mr. Sunny Association;  
CHEUNG)
- Mr. Jerry LO representing Dockyard and Harbour  
Tug Operators;
- Mr. Franco NING representing HK Container Terminal  
Operators Association;
- Mr. Edward TANG representing General Chamber of  
Commerce's Shipping & Transport  
Committee;
- Mr. K.C. WONG representing HK Liner Shipping  
Association;
- Mr. Andrew WONG representing HK Cargo Vessel Traders'  
(on behalf of Mr. H.Y. YIM) Association;
- Mr. Michael LAU representing Cruise Terminal  
Operators;

- Mr. C.K. WAN representing Cross-boundary High Speed Ferry Operators; and
- Ms. Iris MAK Individual

## **2. Confirmation of the minutes of the 65th Meeting held on 22 May 2014**

- 2.1 As no amendment had been proposed by Members, the minutes of the 65th POC Meeting were confirmed.

## **3. Matters arising from the 65th Meeting**

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

- 3.1.1 **Mr. Y.M. CHENG** (MD) reported that the amendment to add a new requirement on container weight verification to Chapter VI of the International Convention for the Safety of Life at Sea 1974 had been adopted by IMO at the 94<sup>th</sup> Session of the Maritime Safety Committee on 21 November 2014.
- 3.1.2 This new requirement would come into force on 1 July 2016 by IMO's tacit acceptance procedures. Simply put, it would require shippers to ensure the weight of the container cargo to be loaded on a vessel had been appropriately verified.
- 3.1.3 The requirement would apply to all containers packed in Hong Kong for exporting internationally by sea. Transshipment containers would not be affected under the new requirement.
- 3.1.4 A Working Group chaired by the China Maritime Safety Administration (China MSA) was subsequently established in January 2014. Four meetings were held in January, May, November of 2014 and March 2015. Its membership included representatives of the Shenzhen MSA, Macao Marine and Water Bureau, China Waterborne Transport Research Institute, shipping industries of Hong Kong and MD.

3.1.5 **The Chairman** said that it would be desirable to align the verification regimes of Hong Kong and the Mainland as far as possible, having regard to the large volume of Mainland cargo going through Hong Kong and that many Hong Kong businessmen had operations in both places. Alignment of the verification regimes of the two places would minimize double handling and remove the need for Hong Kong businessmen to learn and adopt two regimes instead of one.

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

3.2.1 **Mr. Gordon PEI** (CEDD) reported that the contractor had commenced the physical dredging works at the Western Fairway, the Kwai Tsing Container Basin (KTCB) and the Northern Fairway in April, August and December 2014 respectively. The dredging works at the Western Fairway were completed in November 2014 and ready for handover whilst the dredging works at the KTCB and the Northern Fairway were in good progress. Based on the latest progress, the dredging works would be completed in early 2016.

3.2.2 To ensure the timely completion of the dredging works, regular meetings with the marine traffic management liaison group and close liaison with relevant terminal operators / fishermen associations / mariculturists were maintained during the dredging period.

3.2.3 As the dredging works were severely constrained by the busy berthing schedule of the container ships visiting the KTCB, the contractor together with the marine traffic consultants had closely liaised and coordinated with relevant terminal operators and stakeholders to plan for the dredging works, in particular for works in the proximity of the berthing boxes of individual container terminals, the entrance to inner berths and critical spots within the KTCB. A 'working window', which was a temporary marine traffic management programme, was adopted at these critical areas in order to minimize any possible disruption to terminal operations.

### 3.3 **Marine Traffic Impact Assessment of the Sha Tin to Central Link (SCL) Construction**

3.3.1 **Mr. Adrian CHAN** (MD) provided an update on the latest development of the project after the construction works of the SCL Cross Harbour Section had commenced in December 2014 and to address concerns raised by members in the POC meeting held in May 2014.

3.3.2 The tentative schedule for the major works would be as follows:

- (i) trench dredging would be carried out at the Victoria Harbour from end-November 2015 to mid-2017;
- (ii) tube tunnel unit installation would be conducted from mid-2017 to Q3 2018; and
- (iii) the whole project would be completed in 2021.

3.3.3 As regards the two fairway diversion options proposed, Option 1 with an effective fairway width of 285m would be adopted during the period of tube tunnel unit installation as it would provide an additional width of 50m in comparison to Option 2.

3.3.4 The following measures would also be adopted:

- (i) during the fairway diversion, work barges or other vessels would need to navigate through the swing circles of Government Mooring Buoys (GMB) A29, A35, B3 and B4 which therefore needed to be temporarily sterilized or removed. Close coordination would be maintained between the contractor and MD to ensure the sterilization or removal has the least impact to all GMB users;
- (ii) A35 would be temporarily removed for the whole duration of the tube tunnel unit installation. Upon completion, A35 would be re-established in a new location which would be approximately 50m to 100m to the west of its current location;

- (iii) A29 would be temporarily removed to facilitate the diversion of Hung Hom Fairway southward. A29 would be reinstated after the diversion; and
- (iv) B3 and B4 would be sterilized when necessary during the marine traffic diversion.

3.3.5 A platform for consultation and coordination, comprising a Marine Management Working Group (MMWG) and Marine Management Task Force (MMTF), would be established for the contractor to closely liaise with relevant stakeholders before the commencement of construction works and over the construction period.

3.3.6 Contingency plans such as suspension of works and evacuation of works plants during periods of restricted visibility or the advent of a typhoon had been considered and prepared.

#### 3.4 **Government Actions on Enhancing Hong Kong Port's Competitiveness – Response to the Hong Kong Container Terminal Operators Association White Paper**

3.4.1 **Mr. Tony CHAN** reported that:

- (i) the construction of a barge berth located at Container Terminal 5 would be completed by mid-2015;
- (ii) the upgrading of Stonecutters Island PCWA into a modern container handling facility, with a view to improving operational efficiency as recommended by the 'HKP2030'<sup>1</sup> study, was being examined in the PCWA Review conducted by MD. The findings were expected to be available around mid 2015 for consultation with the trade; and

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<sup>1</sup> The 'Study on the Strategic Development Plan for Hong Kong Port 2030' (HKP2030) was released on 1 December 2014.

- (iii) the examination of long term disposal of port back-up land sites in Kwai Tsing area that currently let under Short Term Tenancy (STT) in the context of the STT Review was at the final stage. Recommendations of the STT Review would be set out in a document for consultation with the trade soon.

3.4.2 Progress was also being made with regard to container stacking yards:

- (i) the Government was conducting a review on the allocation and management mechanism of port backup land under STT in Kwai Tsing area, with a view to rationalising and optimising land use to support the operation of the Kwai Tsing Container Terminals (KTCTs); and
- (ii) the review was at the finalising stage and THB would set out the proposal in a document to consult the trade and stakeholders soon.

[Post Meeting Note: The document of “Proposals for Enhancing the use of the Port Back-up Land in Kwai Tsing” was released on 10 June 2015 for public consultation. For details, please browse the link at [http://www.pdc.gov.hk/docs/STT\\_Review\\_Report\\_Final.pdf](http://www.pdc.gov.hk/docs/STT_Review_Report_Final.pdf).]

3.4.3 **Ms. Iris MAK** enquired if Lands Department (LandsD) had received any application to convert parking and queuing spaces to space for container stacking. **Mr. Tony CHAN** said that he would check with LandsD the latest situation, although THB had so far not received any invitation to comment on such applications from LandsD.

[Post Meeting Note: LandsD advised that it had not received any application of this kind so far.]



3.4.4 **Mr. Tony CHAN** reported that, as regards the Multi-storey car park (MSCP) for container trucks and heavy / medium goods vehicles issues, a study had been commissioned to examine the feasibility for accommodating container trucks and heavy / medium goods vehicles in a multi-storey car park on a 4ha site in Kwai Chung. The aim was to utilize land resources for port back-up uses by freeing up more land which was currently used as open air car parking. The study was expected to be completed in around Q3 of this year.

#### 4. New Items

##### 4.1 POC Paper No. 1/2015

##### **The proposed Brothers Marine Park (BMP)**

4.1.1 **Mr. James CHAN** (HyD) briefly introduced the project background and study objectives. **Mr. Terrence LEUNG** (Consultant) gave a brief description on the following:

- (i) 1<sup>st</sup> and 2<sup>nd</sup> stage public consultation;
- (ii) marine park design;
- (iii) statutory procedures for designation;
- (iv) artificial reef , fish fry release design and gazettal of BMP; and
- (v) construction stage of BMP.

4.1.2 **Mr. Terrence LEUNG** highlighted that during the 2<sup>nd</sup> stage of public consultation, four advisory Committees i.e. High Speed Craft Consultative Committee, Local Vessel Advisory Committee, Pilotage Advisory Committee and POC had been consulted. The boundary and management plan of BMP, which had taken the comments of the marine industry on board, was summarized as follows:

- (i) speed of vessel within the BMP would be limited to 10 knots;

- (ii) permit from AFCD should be required for carrying out mid-stream operations (loading / unloading / transshipment) at SSKAs;
- (iii) discharge of ballast water for shipboard operation should be allowed but shall not cause any water pollution to the BMP;
- (iv) extraction of seawater within BMP should be avoided and
- (v) the western boundary of BMP is offset from the Hong Kong Boundary Crossing Facilities Reclamation to enable vessels navigating at speeds higher than 10 knots.

4.1.3 **Mr. Danny YEUNG** (HKPA) opined that the BMP would be polluted if the de-ballasted water was not clean. **Mr. T.K. CHEUNG** (HKMBTA) enquired how AFCD would monitor the de-ballasting of dirty water from vessels in BMP. **The Chairman** opined that it should consider striking a balance between having monitoring and believing professional conduct of marine operators. **Ms. Iris MAK** added that the public might have more queries on the issue, and that AFCD should be prepared for them.

4.1.4 **Mr. Matthew FUNG** (HyD) advised that HyD / AFCD had consulted marine operators regarding quality of the de-ballasted water and the marine operators opined that the de-ballasted water was clean in general. He added that the waters of BMP formed part of the waters of Hong Kong being protected against pollution by relevant ordinances / regulations. **Mr. Alan CHAN** (AFCD) advised that similar to other existing marine parks in Hong Kong, AFCD would collect water samples from the BMP regularly to monitor the quality of water there. **The Chairman** suggested and AFCD agreed to give further consideration to the monitoring of de-ballasted water and to inform the Committee in due course.

4.1.5 As regards the processing of applications for permits to work cargo at SSKAs, **Mr. Alan CHAN** (AFCD) said that based on past experience, it would take about 7 days to process them. Noting the meeting's concern that this might be too long, AFCD agreed to look into ways to simplify the procedure and shorten processing time as far as possible. **Mr. T.K. CHEUNG** added that the SSKAs were one of the rare calm anchorages in Hong Kong that were specially suitable to work valuable cargoes and that quick processing of applications by AFCD was crucial.

4.1.6 Members had no further comment on this subject.

#### 4.2 **POC Paper No.2/2015**

##### **Rearrangement of Principal Fairways and Anchorages in the Western Harbour**

4.2.1 **Mr. Warren LI** (MD) explained that the proposal had taken into consideration of the following factors with regard to the western harbour:

- (i) traffic in the principal fairways was dense;
- (ii) the utilization rate of GMBs at Kellett Bank was low;
- (iii) large cruise ships approached the Victoria Harbour via the Northern Fairway; and
- (iv) locally licensed vessels and RTVs clustered near the Stonecutters Island Public Cargo Working Area (SIPCWA) and encroached upon the Northern Fairway.

- 4.2.2 To address the situation as aforementioned, it was proposed:
- (i) to widen the Northern, North Green Island and Southern Fairways;
  - (ii) to provide a wider buffer zone off the SIPCWA;
  - (iii) to rearrange the anchorages and mooring area at Kellett Bank;
  - (iv) to join the western ends of the widened North Green Island Fairway and Southern Fairway to the Western Fairway; and
  - (v) to relocate the light buoys “Northern 1” to “Northern 4” and the “Victoria”, and establish a new light buoy to provide better delineation of the widened North Green Island Fairway and Southern Fairway as a result of proposed fairway realignments.
- 4.2.3 **Mr. Warren LI** also explained the changes in water depth in the widened Northern, North Green Island and Southern Fairways, adding that the changes were minor and would not affect safe navigation in these fairways.
- 4.2.4 **Mr. C.K. WAN** (CBHSFO) asked when the proposal could be implemented. **The Chairman** replied that MD would start the amendment procedures forthwith and would submit the Draft Drafting Instructions to THB as soon as possible. **Mr. C.K. WAN** hoped that MD’s law enforcement actions against high speed ferries could be relaxed before the fairways were widened. **The Chairman** noted **Mr. C.K. WAN’s** request, explaining that it would be unusual for MD to commit to a public position which tied its own hands with regard to law enforcement.
- 4.2.5 Members had no further comments and the proposal was endorsed.

## 5. Any Other Business

5.1 **Ms. Iris MAK** noted that container ships were getting bigger and some of these ships would ply between the KTCT and Chi Wan in Shekou. The height restriction of 53m of the Tsing Ma Bridge might make it impossible for these big vessels to pass through. **The Chairman** said that HKPA had raised similar concerns. Maritime safety and the safety of the Bridge were however paramount considerations. More data and detailed analysis would be required in considering the way forward for this issue.

**6. Date of Next Meeting**

To be advised.

**7. Closing**

The meeting closed at 1220 hours.

Confirmed this                      day of

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**Chairman**

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**Secretary**