

Minutes of the 68th Port Operations Committee Meeting

Date: 24 January 2017 (Tuesday)
Time: 11:00 a.m.
Venue: Room A, 24/F, MD Headquarters

Present	Ms. Maisie CHENG	Chair
	Mr. C.K. WAN	Cross-boundary High Speed Ferry Operators (CBHSFO)
	Mr. Michael LAU	Cruise Terminal Operators (CTO)
	Mr. Jerry LO	Dockyard and Harbour Tug Operators (DHTO)
	Mr. H.Y. YIM	HK Cargo Vessel Traders' Association (HKCVTA)
	Mr. Franco NING	HK Container Terminal Operators Association (HKCTOA)
	Mr. Alexander CHAN <i>(on behalf of Mr. Anacin KUM)</i>	HK General Chamber of Commerce's Shipping & Transport Committee (HKGCC)
	Mr. Alan WONG <i>(on behalf of Ms. Kimmy TO)</i>	HK Liner Shipping Association (HKLSA)
	Mr. Marso LAW	HK Pilots Association (HKPA)
	Mr. W. ZHOU	HK Shipowners Association (HKSA)
	Mr. Ron CHAN	HK Shippers' Council (HKSC)
	Mr. Eddie HO	Oil Industry Representative Committee (OIRC)
	Mr. Manson CHEUNG	Individual
	Dr. T.L. YIP	Individual

Mr. Ivan SHUEN
(on behalf of Ms. Joey LAM) Transport & Housing Bureau (THB)

Mr. Pierre WONG
(on behalf of Mr. Francis LEE) Civil Engineering and Development
Department (CEDD)

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

Mr. Simon HO Secretariat

In Attendance

Mr. Timothy YIP Airport Authority Hong Kong (AAHK)

Mr. Andy WU AECOM Asia Co. Ltd. (AECOM)

Mr. Wilson KWAN BMT Asia Pacific (BMT)

Ms. Molly KWAN Highways Department (HyD)

Mr. Eddie TSANG Ove Arup & Partners HK Ltd (ARUP)

Mr. Leon MO ARUP

Mr. W.H. WONG MD

Mr. J. HUANG MD

Mr. Tony Li MD

Mr. H.W. WONG MD

Ms. C.W. WAN Notes-taker, MD

Absent with Apologies

Mr. T.K. CHEUNG HK & Kowloon Motor Boats & Tug
Boats Association (HKMBTA)

Mr. Sunny CHEUNG HK Mid-Stream Operators Association
(HKMSOA)

1. Opening

1.1 **The Chair** welcomed all to the 68th meeting of the Port Operations Committee (POC) and introduced the following Members who attended the meeting for the first time:-

- (a) Mr. Marso LAW, HKPA
- (b) Mr. Eddie HO, OIRC
- (c) Mr. Manson CHEUNG, Individual
- (d) Dr. T.L. YIP, Individual

2. Confirmation of the Minutes of Last Meeting

2.1 As no comments had been received, the minutes of the last meeting held on 3.3.2016 were confirmed without amendments.

3. Matters Arising from the 67th Meeting

3.1 Dredging for Kwai Tsing Container Basin (KTCB) and Approach Channel

3.1.1 **Mr. Pierre WONG** (CEDD) reported that the dredging works in KTCB and the Northern Fairway and Western Fairway had been substantially completed in April 2016. The outstanding rock excavation works at the seabed (area about 3000m²) adjacent to Berth No.5 would be completed in June 2017.

3.1.2 **Mr. Ivan SHUEN** (THB) understood that the outstanding works comprised the excavation of rock mentioned above and the trimming of the risers of a submarine outfall. He enquired about the progress of the latter and the possible impact should it fail. **Mr. Pierre WONG** said he had no such information on hand and would ask his CEDD colleagues for the information and relay to Members in due course. **The Chair** suggested that an assessment to be conducted on the impact if the diving operations could not be completed by mid-2017 and that the relevant information be supplemented to Members as post-meeting note in the minutes.

[Post-meeting note: **Annex from CEDD**]

3.1.3 **Mr. Marso LAW** (HKPA) asked about the navigation depth to be achieved under the project. In reply, **Mr. Ivan SHUEN** said that the designed navigation depth was 17.05 metres, which would enable ultra-large container vessels with a draft of 15.5 metres to access the container basin at all tides with a 10% under-keel clearance. **The Chair** said that relevant information would be announced through notice in due course.

3.1.4 **Mr. Ivan SHUEN** pointed out that to achieve the purpose of enabling ultra-large vessels to use Kwai Tsing Container Terminals at all tides, thereby enhancing the competitiveness, the berth boxes of container terminals needed to be dredged as early as possible. He enquired about the progress on the dredging of the berth boxes. **Mr. Franco NING** (HKCTOA) reported that the dredging works of all berths of the Kwai Tsing Container Terminals were targeted to be conducted in early 2018, subject to the tendering process. He added that the works were expected to take three months' time to complete, which would inevitably affect the terminal's operation and therefore the detailed arrangements of the works would require further discussion. **The Chair** advised that MD should be kept informed of the progress.

[Note: Dr. T.L. YIP had declared conflict of interest and indicated that he was appointed as an Independent Checking Engineer by the contractor China International Water & Electric Corp for the dredging works prior to the meeting.]

3.2 **POC Paper No. 1/2016**
Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas

3.2.1 **The Chair** said there was no further update on this item.

3.3 **POC Paper No. 2/2016**
Installation of Boundary Buoys and Zoning Buoys for the Proposed Brothers Marine Park (BMP)

3.3.1 **Mr. Tony LI** (MD) reported that five marker buoys had been established on 4 January 2017 for demarcating BMP and the Hydrographic Office of MD had issued notice to update the relevant nautical charts accordingly.

3.4 **POC Paper No.3/2016**

Implementation of the SOLAS Chapter VI, Regulation 2 – Verification of Gross Mass (VGM) of a Container with Cargo Packed in Hong Kong

3.4.1 **Mr. H.W. WONG** (MD) briefly introduced the background and reported that to ensure successful implementation of the requirement, MD had organized six seminars (five in Chinese and one in English) to explain the details of the requirement and administrative measures, and had also met with the industry operators regularly to collect opinions. In the initial 3-month implementation period, MD had deployed teams to monitor various parties in implementing the requirement. It had been observed that container terminal operators were strictly following the “No VGM, no loading” policy and hence MD had scaled down the visits to vessels and focused on the audit of documentation of shippers. Apart from the audit of shippers, inspection of weighing equipment and audit of their operators had also been carried out.

3.4.2 **Mr. Alan WONG** (HKLSA) said that some operators were following the guidance thoroughly while some were just following roughly and he asked whether there would be any follow-up action in addressing this issue. **Mr. H.W. WONG** replied that MD had advised the operators to follow the guidance and make proper documentation as far as possible. However, it had not been strictly laid down in the relevant regulation that the operators must follow the guidance. **The Chair** pointed out that operators were in general cooperative in following the guidance and that MD would continue to monitor the situation and advise them to make proper and complete documentation.

3.5 **POC Paper No.4/2016**

Revision to Vessel Traffic Services Procedures and Re-delineation of Very High Frequency Sectors

3.5.1 **Mr. W.H. WONG** (MD) reported that THB had submitted the DDI to Law Draftsman on 23 January 2017 for drafting of amendment legislation. The legislative amendment was expected to take effect in the 4th quarter of 2017.

3.6 **POC Paper No.5/2016**

Review on the Public Cargo Working Areas (“PCWA”) – Findings and Recommendations

3.6.1 **The Chair** provided an update on the latest progress. She said MD had informed relevant District Councils of the findings and recommendations of the Review, and had consulted the Panel on Economic Development. Besides, two rounds of tender exercise had been successfully carried out for the reallocation of most of the PCWA berths before the expiry of the former Berth Licence Agreements. The third round of tender exercise for the remaining PCWA berths would take place shortly.

4. New Items

4.1 POC Paper No. 1/2017

Amendment of the Fifth Schedule to the Shipping and Port Control Regulations (Cap. 313A) Restricted Areas around the Hong Kong International Airport

4.1.1 **Ms. Molly KWAN** (HyD) introduced the background of the proposed amendment on the Fifth Schedule of the Shipping and Port Control Regulations (Cap. 313A) due to the implementation of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR), HZMB Hong Kong Boundary Crossing Facilities (HKBCF) and Tuen Mun - Chek Lap Kok Link (TM-CLKL) projects. **Mr. Wilson KWAN** (Consultant – BMT) presented the paper to Members on the proposed amendment to the coordinates which delineated the boundaries of the Hong Kong International Airport Approach Area (HKIAAA) Nos. 2, 3, 5 and 7 under the Fifth Schedule of the Shipping and Port Control Regulations (Cap. 313A).

4.1.2 **Members** had no comments on this paper.

4.2 POC Paper No. 2/2017

Establishment of Traffic Separation Schemes (TSSs) and Pilot Boarding Stations (PBSs) in Mirs Bay

4.2.1 **Mr. W.H. WONG** (MD) presented the paper and sought Members' comments on the proposal for establishing a set of TSSs and three PBSs in Mirs Bay aimed to better organize the marine traffic in Mirs Bay and to facilitate embarkation and disembarkation of pilots respectively.

- 4.2.2 **Mr. Franco NING** (HKCTOA) opined that, while it was understandable to step up safety measures to better regulate the increased marine traffic, it was also equally important to maintain Hong Kong's status as a leading hub port in Southern China. He indicated that the enforcement of compulsory pilotage service in Mirs Bay would generate additional time and cost for shipping companies and that might have an adverse impact on Hong Kong's competitiveness as a transshipment hub port. Furthermore, he pointed that the demand for pilotage service would be increased if PBSs were established, and queried whether or not the existing manpower supply for the provision of pilotage service could cope with the increasing demand. **Mr. Franco NING** further said that the sea condition at Mirs Bay was quite rough and might not be ideal for pilotage as it could be dangerous for the embarkation and disembarkation of pilots. Regarding the establishment of TSSs, he doubted the actual needs of it since there were about 400 vessel trips of LNG carrier per year by 2030 which was roughly one trip per day. He further stated that Shenzhen Maritime Safety Administration (SZMSA) should also be consulted on the development of LNG terminals and discussed the needs for establishing TSSs. In view of the above, he said MD should balance the needs and interests of all parties and the industry should be thoroughly consulted as reinstating compulsory pilotage in the area might entail great implications. **Mr. Alexander CHAN** (HKGCC), **Mr. Alan WONG** (HKLSA) as well as **Mr. W. ZHOU** (HKSA) concurred with **Mr. Ning's**.
- 4.2.3 **Mr. Marso LAW** (HKPA) responded that assessment had been made on the manpower supply and sea condition for the provision of pilotage service and it was considered feasible to do so. **Mr. Franco NING** said that pilotage service could not be booked in typhoon and even in normal day at times and he expressed reservation towards whether the demand for pilotage could really be met after setting up additional PBSs.
- 4.2.4 **The Chair** explained that this meeting was one of the consultation channels in seeking the views of the industry and Members' views would be taken into due consideration. She reassured that consultation would be further conducted before the proposal was to be taken forward and that MD would strike a balance between navigational safety and the interests of the industry as far as practicable.

- 4.2.5 **Mr. W.H. WONG** added that the concerns of Members had been taken into consideration in preparing the proposal. He explained that pilot boarding activities should normally be taken place within an area of about 1 nautical mile around a PBS and not necessary to be exactly over point. He stated that since 2013 MD had been closely liaising with SZMSA on the establishment of TSSs in order to better organize the marine traffic in Mirs Bay. In addition, MD had been exploring ways of vessel traffic services data sharing with SZMSA for better co-operation with a view to enhancing navigational safety in the area. In response to the view on difficulty of providing pilotage service during adverse sea condition, he responded that MD had the authority to waive compulsory pilotage requirement in the event of inclement weather with due consideration to the safety of pilots. He said Members' comments would be taken into due consideration.
- 4.2.6 **Dr. Y.L. YIP** (Individual) enquired about whether the establishment of TSSs would have any implication on the internal human resources arrangements of Vessel Traffic Services (VTS). **Mr. W.H. WONG** responded that the implementation of TSSs would not increase MD's workload, but on the contrary would be beneficial to the smooth operation of VTS since the purpose of implementing TSSs was to better regulate marine traffic.
- 4.2.7 **Mr. C.T. LAI** (MD) supplemented that the VTS reporting procedures would be streamlined and the Very High Frequency (VHF) sectors would also be re-demarcated with regard to paragraph 3.5, therefore the additional manpower resources for their implementation could also cope with the requirements associated with TSSs. He further said that MD had not only liaised with SZMSA on the establishment of TSSs, but also with the China Maritime Safety Administration in Beijing, which agreed in principle with the proposal. Regarding the provision of pilotage service during inclement weather, he pointed out that MD had been closely liaising with HKPA and reviewing the arrangements to ensure the pilotage service provided was efficient and adequate. On top of HKPA's assessment of pilotage services in the area, he reiterated that navigational safety was of paramount importance in the area of increasing marine traffic trend, especially when LNG vessels were involved. Also, added that compulsory pilotage was mandated in all Hong Kong waters that some areas were exempted due to historical and practical consideration.

4.2.8 **Mr. Ivan SHUEN** enquired on the implementation time frame. **Mr. C.T. LAI** replied that the earliest submission of the TSSs to IMO could be March 2018.

4.2.9 **Mr. Franco NING** supplemented that MD should look into the operational aspects (queuing of marine traffic, pilotage manpower) with the aid of marine traffic simulation.

5. Any Other Business

5.1 Progress Update on the Establishment of Principal Fairways in the Waters North of Lantau Island

5.1.1 **The Chair** said that, subsequent to the POC Paper No. 5/2013 presented in the 63rd POC Meeting held on 24 October 2013, HKPA requested for a progress update on the establishment of principal fairways in the waters north of Lantau Island. **Mr. J. HUANG** (MD) then reported that the DDI had been submitted to THB after clearance from DoJ, and the necessary legislative amendment was expected to come into effect in July 2017.

5.1.2 **Mr. Marso LAW** (HKPA) noted and welcomed the progress.

5.2 Evacuation Arrangement of Working Barges under the Airport Third Runway Reclamation Project during the Approach of Typhoon

5.2.1 **Mr. Timothy YIP** (AAHK) introduced the background and **Mr. Wilson KWAN** (Consultant – BMT) made a PowerPoint presentation to Members on the evacuation arrangement of working barges under the Airport 3rd Runway Reclamation Project during the approach of typhoon. He said the evacuation plan was still in the deliberation process but they had come up with the following way forward in addressing three key issues:-

- (a) To assess the number of anticipated construction vessels based on the contractor data with the objective to avoid the Ma Wan Transit;
- (b) To explore the potential shelter space in Western Hong Kong Water and assess the feasibility; and
- (c) To devise an Evacuation Logistics Plan to address all key evacuation issues.

He further introduced the evacuation routes for deep cement mixing barges, barges with local licence and Mainland licence as well as the availability of various typhoon shelters. He said a consolidated evacuation plan would be provided to Members in due course.

5.2.2 **Mr. Jerry LO** (DHTO) asked about the grade of tugs to be used in evacuation of large size barges, pilotage requirement and at what typhoon signal the barges would start the evacuation. **Mr. Wilson KWAN** replied that it was uncertain at this stage on which grade of tugs to be used as information was not finalized, and it was likely that the barges would start the evacuation at Typhoon Signal No. 1. **Mr. Timothy YIP** supplemented that about 3 big size barges were required pilotage at this stage and AAHK would plan to brief the relevant associations or trade in March regarding the evacuation plan.

5.2.3 **The Chair** pointed out that MD placed great importance on the evacuation plan and she encouraged the use of Hei Ling Chau Typhoon Shelter as its availability was higher than other typhoon shelters. Apart from evacuating to typhoon shelters, the feasibility of on-site typhoon shelter at the construction site was also being explored. She said that MD would continue to closely work with AAHK on the evacuation plan and intended to finalize the plan before the approach of typhoon season. Upon finalization, AAHK would brief the concerned stakeholders on the detailed plan accordingly.

5.2.4 **Mr. Tony LI** added that, in order to ensure the smooth operation of the third runway project, MD participated in the regular Marine Management Liaison Group (MMLG) meetings held by AAHK to discuss the marine related matters including typhoon evacuation with all concerned stakeholders.

5.3 **Enhancement of Manpower Training and Job Opportunities for the Maritime Industry**

5.3.1 **Mr. C.K. WAN** (CBHSFO) said that manpower training and job opportunities in the maritime industry were not enough in light of unemployment of sea cadets in Hong Kong. He appealed for MD's support and action to address this issue.

5.3.2 **The Chair** responded that MD had been closely liaising with THB in fostering talent development. She indicated that, one of the three functional committees under the Hong Kong Maritime and Port Board (HKMPB), which was a new maritime body established in 2016, was focused on manpower development. Regular meetings were held with unions and institutions to discuss manpower strategies and initiatives to support Hong Kong's maritime and port development. She stressed that HKMPB placed great emphasis on the enhancement of manpower training and planning for the maritime industry and would continue to do so.

5.3.3 **Mr. W. ZHOU** (HKSA) suggested to provide tax privileges to shipping companies as incentives if they employed the local seafarers.

5.3.4 **The Chair** noted Members' comments.

6. Date of Next Meeting

The date of next meeting will be announced in due course.

7. Closing

The meeting adjourned at 12:30 p.m.

The minutes of the meeting were confirmed on 16 May 2018.