

# Minutes of the 28th Meeting

**Date :** Tuesday, 20 January 1998

**Time :** 2:30 pm

**Venue :** Conference Room (A), Marine Department Headquarters, Central

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## Present

Mr S Y <b>Tsui</b>	Chairman
Mr K L <b>Choi</b>	Member
Mr L K <b>Ho</b>	Member
Capt H E <b>Liaw</b>	Member
Mr C <b>Pooley</b>	Member
Mr C S <b>Ho</b>	Member
Mr W M <b>Ng</b>	Member
Mr Y K <b>Lee</b>	Member
Mr T C <b>Sin</b>	Member
Mr W S <b>Chu</b>	Secretary

## In attendance

Mr K D P <b>Wilson</b>	AFD
Dr Richard <b>Colwill</b>	Babtie
Mr Deryck <b>Ethelston</b>	Babtie
Mr T Y <b>Lau</b>	TDD
Mr F L <b>Cheuk</b>	MD
Mr L K <b>Szeto</b>	MD
Mr Roger <b>Tupper</b>	PDB

## Apologies

Mr R <b>Yuen</b>	PDB
Mr F M <b>Luk</b>	CED
Mr X <b>Dong</b>	Member
Mr S Y <b>Lau</b>	Member
Mr L K <b>Sit</b>	Member

## **1 Open of Meeting**

**1.1 Mr T C Sin**, Assistant Director/Port Control (Ag) opened the meeting on behalf of **Mr S Y Tsui** and welcomed all to the meeting and introduced :

- (i) **Mr K D P Wilson** from AFD;
- (ii) **Dr Richard Colwill** from Babtie BMT (HK) Ltd;
- (iii) **Mr Deryck Ethelston** from Babtie BMT (HK) Ltd;
- (iv) **Mr T Y Lau** from TDD;
- (v) **Mr F L Cheuk** from MD;
- (vi) **Mr L K Szeto** from MD;
- (vii) **Mr Roger Tupper** from PDB on behalf of **Mr Richard Yuen**.

**Mr Sin** explained that **Mr S Y Tsui** was still engaged in the EXCO and would join the meeting later.

## **2 Confirmation of Minutes of Last Meeting**

2.1 The minutes of the 27<sup>th</sup> meeting held on 21 October 1997 were confirmed subject to the amendments at **Annex 1**.

## **3 New Items**

### **3.1 POC Paper No. 01/98**

#### **Artificial Reef Proposals for Sha Chau and Lung Kwu Chau Marine Park**

3.1.1 **The Chairman** invited **Mr K D P Wilson** of Agriculture and Fisheries Department to present the paper.

3.1.2 **Mr Wilson** explained to Members of the objectives and benefits of the proposals. He also introduced the available deployment options and elaborated on their advantages and disadvantages. **Mr Wilson** recommended that the deployment of low profile artificial reef was the preferable option. After some discussions Members endorsed the paper.

3.2 **Mr Sin** handed over to **Mr S Y Tsui** on his arrival. **Mr Tsui** apologized for his late arrival and resumed the meeting under his chairmanship.

### 3.3 POC Paper No. 02/98 The Green Island Development Project

- 3.3.1 **Mr Deryck Ethelston** introduced the paper and briefed Members on the Marine Traffic Impact Assessment of the project. **Mr Ethelston** also explained the details of marine traffic surveys, the assessment on marine traffic, the identified implications on marine traffic and facilities and options to mitigate likely impacts.
- 3.3.2 **The Chairman** invited Members to comment on the proposed development with special attention on safety, optimum usage of waterspace and operational needs.
- 3.3.3 **Mr R Tupper** enquired and **Mr Ethelston** explained in detail about the configuration of the new Southern Fairway, the physical constraint and the associated level of risk of the different options being proposed.
- 3.3.4 Regarding the impacts being caused by the ocean going vessels, **Mr C Pooley** opined that the number of ocean going vessels using the proposed new Southern Fairway (the fairway) would be quite limited. Vessels would mainly go to the harbour mooring buoys or the Ocean Terminal. **Mr Pooley** suggested to assess the consequence if ocean going vessels were prohibited from using the fairway and were directed to use other waterways to the Kellett Bank. In response, **Mr Ethelston** pointed out that option 2 was preferred. In this case, ocean going vessels would be allowed to use the fairway.
- 3.3.5 **Mr K L Choi** opined that the inshore traffic zone adjacent to the reclamation must be maintained with sufficient depth of water for the safe navigation of smaller vessels, including the corner areas where those smaller vessels might take a short cut.
- 3.3.6 Under option 2, **Mr Tupper** suggested to the Consultant to consider the alternative of controlling vessels to enter the harbour via the Western Fairway and leave via the new Southern Fairway.
- 3.3.7 Regarding the implications on the harbour mooring buoys and anchorages, **Mr Choi** said that these facilities at present were already quite congested, more sheltered waterspace should be developed at the Western Harbour by construction of the Lamma Breakwater. **The Chairman** also recommended that more details on marine access to government mooring buoys should be provided.
- 3.3.8 **Capt E Liaw** commented that the closure of the Sulphur Channel would be an advantage in terms of safety of navigation, since the number of fairway would be reduced and the traffic pattern would then become simpler than before.

- 3.3.9 **Mr David Ho** expressed that the longer steaming time incurred to the local ferries was unacceptable. In addition, he queried about the proper control of vessels navigating in the region in future, since some vessels might not observe the navigation rules strictly. **Mr Ho** also suggested to re-provision the existing cargo working area from Kennedy Town to the southern part of the Green Island reclamation, so as to contain the traffic arose from the cargo working area away from the harbour. In response, **the Chairman** said that local traffic control station would be built there in future to improve the traffic control over the region like Ma Wan. **Mr Tupper** concurred that control of traffic in the area was essential, since line of sights of vessels would be blocked by buildings erected on the new reclamation, which would affect the safety of other vessels. In order to minimise the impacts on safety of navigation, **Mr Tupper** suggested that these buildings should be developed as low rises only.
- 3.3.10 **Capt Liaw** enquired the reasons and necessity for the provision of cargo working facilities on the new reclamation. In response, **Mr Ethelston** explained that it was a like for like re-provisioning of an existing facility as guided by the study.
- 3.3.11 Finally **the Chairman** requested the consultant to take down the Members' comments and update the Committee again in future.

## 4 Matters Arising

### 4.1 MARPOL Charging Scheme

- 4.1.1 A summary of MARPOL Waste Charging for the period between January 1997 and December 1997 was tabled for Members' information. **The Chairman** explained that there was no significant change on the utilization of chemical waste collection service as indicated in the summary.
- 4.1.2 **Mr C Pooley** requested and the **Secretary** replied that he would look for the breakdown on the collection sources of the "oily waste" and to report in the next meeting.
- 4.1.3 **Capt H Liaw** asked and **the Chairman** said that Members would be informed of the effective date for implementing the new MARPOL charges after the meeting. (Post Meeting notes : EPD advised that the new MARPOL charges was implemented on 17 Jan 1998).
- 4.1.4 **Mr L K Ho** raised to discuss the discharge of MARPOL Wastes at other reception facilities outside Hong Kong, like Guantong, of which the cost could be lower. **The Chairman** explained that irrespective of the availability of similar reception facilities in our vicinity, Hong Kong had the obligation to provide reception facilities for MARPOL Wastes under the MARPOL Convention. The use of the facilities was up to ship owners' discretion. **The Chairman** further explained that collection of MARPOL Wastes in Hong Kong must be licenced and its transfer to other areas was restricted. (Post meeting note : EPD confirmed that Chemical Wastes must

be collected by licensed operators only and the transfer of Chemical Wastes must be approved in advance by the appropriate authorities of both the loading and unloading ports.)

## 4.2 **The Renewal of POC Membership**

4.2.1 **The Chairman** reminded Members that letters had already been sent to them requesting for their confirmation of acceptance of re-appointment. Members were requested to reply before the end of this month, so that the new term of membership could be gazetted before 15 February 1998.

## 4.3 **Visit to the Government Flying Services (GFS)**

4.3.1 A visit to GFS was organised on 17 January 1998. During the visit, GFS demonstrated to the Members of a search and rescue (SAR) and a hill fire fighting exercise at Sai Kung. On arrival to the GFS base, the Controller briefed Members of the role, functions and future development of GFS. Members also visited the Hangar and were explained the different types of aircraft in use and their associated equipment.

4.3.2 After the visit, Members understood that GFS's capability in SAR was severely hampered by their resources. **Mr David Ho** suggested and Members agreed that the POC should write to GFS in support of their plan to upgrade their fleet of aircraft to meet the genuine need of the desirable service required by the Community.

4.3.3 Members concluded that the visit was very successful and impressive. They also suggested to **the Chairman** to visit FSD and Marine Police in future.

## 5 **Any Other Business**

### 5.1 **Burglaries in Port**

5.1.1 **Mr L K Ho** and a few other Members expressed their deep concern over the frequent burglaries in port. Some burglary cases and counter measures adopted by owners/operators were briefly discussed by Members. Finally **the Chairman** concluded that Police should be invited to the meeting to discuss in detail on this subject.

### 5.2 **Retirement of Director of Marine**

5.2.1 Members noticed that **Mr I Dale**, Director of Marine would retire soon, **Mr David Ho** raised and support by the Members for a vote of thanks to **Mr Dale** for his brilliant contributions to the port and the marine industries in the past and wishing him a prosperous retirement life in future.

## 6 **Date of Next Meeting**

6.1 The next meeting would be held on 24 March 1998.

**7 Close of Meeting**

7.1 The meeting closed at 4:30 pm.

**Confirmed this                      day of    1998**

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**Chairman**

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**Secretary**