

Minutes of the 29th Meeting

Date : Tuesday, 9 June 1998

Time : 2:30 pm

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

Present

Mr. S.Y. Tsui	Chairman
Mr. K.L. Choi	Member
Mr. C.S. Ho	Member
Capt. H.E. Liaw	Member
Mr. C. Pooley	Member
Mr. S.M. Lin	Member
Mr. N. Russell	Member
Mr. K.M. Lee	Member
Mr. K.Y. Wong	Secretary

In attendance

Mr. K.D.P. Wilson	AFD
Dr. Richard Colwill	Babtie
Mr. Deryck Ethelston	Babtie
Mr. S.H. Yu	TDD
Dr. R. Kennish	ERM
Mr. E. Fisher	HKPF
Mr. F.L. Cheuk	MD
Mr. L.K. Szeto	MD
Mr. K.M. Ng	MD
Mr. C.S. Lau	MD
Mr. W.S. Chu	MD
Capt. C.K. Tsai	Observer

Apologies

Mr. R. Yuen	Member
Mr. F.M. Luk	Member
Mr. X. Dong	Member
Mr. L.K. Sit	Member
Mr. W.M. Ng	Member
Mr. Y.K. Lee	Member

1 **Open of Meeting**

1.1 **The Chairman** opened the meeting and welcomed all to the meeting and introduced :

- (i) **Mr. Neil Russell;**
- (ii) **Mr. S.M. Lin;**
- (iii) **Mr. K.D.P. Wilson** from AFD;
- (iv) **Dr. Richard Colwill** from Babtie BMT (HK) Ltd;
- (v) **Mr. Deryck Ethelston** from Babtie BMT (HK) Ltd;
- (vi) **Mr. S.H. Yu** from TDD;
- (vii) **Dr. R. Kennish** from ERM;
- (viii) **Mr. E. Fisher** from HKPF;
- (ix) **Mr. F. L. Cheuk** from MD;
- (x) **Mr. L.K. Szeto** from MD;
- (xi) **Mr. K.M. Ng** from MD;
- (xii) **Mr. C.S. Lau** from MD;
- (xiii) **Mr. W.S. Chu** from MD;

1.2 **The Chairman** introduced **Capt. C.K. Tsai** who attended the meeting as an observer, and remarked that this was the first time that the Committee was being attended by public.

2. **Confirmation of Minutes of Last Meeting**

2.1 The minutes of the 28th meeting held on 20 January 98 were confirmed subject to the amendment at **Annex 1**.

3 Matters Arising

3.1 Marpol Charging Scheme

3.1.1 **The Chairman** said that EPD could not provide the detailed breakdown on the collection sources of the oily waste as requested by **Mr. C. Pooley** at the last meeting. However, a summary of MARPOL Waste Charging would be circulated to members from time to time for information.

3.1.2 The deletion of this item from the agenda as proposed by **the Chairman** was supported by members until there were any specific issues or new items which warranted this topic to be brought up again.

3.2 The Renewal of POC Membership

3.2.1 **The Chairman** advised that the membership of **Mr. Neil Russell** was in the process of being gazetted while the membership of **Mr. S.M. Lin** had already been completed.

3.3 Burglaries in Port

3.3.1 A statistics table on crime and a set of security checklists were tabled by **Mr. E. Fisher** for members' information. He said that there were at total of 14 theft cases from vessels in the last 5 months (January - May 98) with an average about 3 case per month. River trade vessels, particularly those from the mainland, had a lower freeboard as compared with ocean-going ships, therefore they were popular targets as evidenced by the fact that most of the burglary cases had occurred on river trade vessels. The usual scenarios usually took place between 3-4 AM because during such time most watchmen were believed to be sleeping. The burglars sneaked onboard either by climbing the anchor chain or using small ladder. **Mr. E. Fisher** pointed out the if anyone had any queries about the security of

merchant ship, they could contact Marine Police on 2803 6179.

3.3.2 **Mr. C.S. Ho** recalled that their ferry piers had experienced a number of theft cases in the past where burglars came by boat at night while the piers were closed for the day. Such unpleasant incidents had caused disruptions to their ferry services because the computers used for ticketing were stolen. In response, **Mr. E. Fisher** asked **Mr. C.S. Ho** to provide him with more information on such cases, and he would alert their patrol launches to keep sharp lookout for suspicious targets coming from sea at night near ferry piers.

3.3.3 **Mr. K. L. Choi** said that the number of burglary cases occurred on lighters or river trade vessels had dropped dramatically as compared with those of 2 years ago. He thanked the Hong Kong Police Force (HKPF) for their effort in combating sea crimes and the measures being taken for prohibiting vessels not doing business in HK to transit the harbour.

3.3.4 **Capt. H.E. Liaw** asked what assistance could be sought if burglary cases occurred on merchant ships outside Hong Kong waters. **The Chairman** explained the difference between “Burglary” and “Piracy”; he referred the former to similar burglaries committed ashore while incidents of burglary were being categorized as “piracy” when such cases had been reported to the International Piracy Centre at Kuala Lumpur. **The Chairman** said that the following actions would be taken with regard to :-

- a) HK registered ships outside HK waters - Marine Department (MD) would notify the Security Bureau, and the Maritime Rescue Coordination Centre of MD would liaise with the administration concerned in order that appropriate action could be taken.
- b) Non HK registered ships outside HK waters - Marine Department would notify and liaise with the administration concerned in order that appropriate action could be taken.

The Chairman supplemented that the Marine Department would only act as an coordinator with respect to piracy or burglary cases that occurred outside HK waters.

4. New Items

4.1 POC Paper No. 3/98

Artificial Reef Deployment Study

4.1.1 **Dr. R. Kennish** presented the paper and briefed members on the background and progress of the study together with initial findings on site selection. He also sought the advice of the members on the 6 recommended sites for Artificial Reef (AR) deployment.

4.1.2 **Capt. H.E. Liaw** said that a large number of fishing vessels could be encountered by ocean-going vessels en-route to Yantian, particularly near Shek Nga Chau where ARs were considered to be deployed. He was worried about the deployment of ARs in the area concerned would aggravate the prevailing traffic situation. In response, **Mr. K.D.P. Wilson** said that effective AR management plans would be implemented to effectively control fishing at ARs.

4.1.3 Mr. David Ho queried that proposed location four was too close to Cheung Chau. It might encourage the public to hire sampans from Cheung Chau typhoon shelter to view fishes which would cause hazard to fast ferries commuting between H.K. and Macau. In response, Dr. R. Kennish said that he believed the possibility of the public hiring sampans to view fishes was very low.

4.1.4 **Mr. K.L. Choi** then questioned the effectiveness of such control plans and alluded to control of fishing within Victoria harbour. **Mr. K.D.P. Wilson** responded that so far they had not encountered any difficulty in managing

existing ARs and stressed that the management measure considering by the consultants would possibly include a 24-hour patrol service.

4.1.5 **Mr. C. Pooley** asked why Double Haven was not considered for AR deployment. **Mr. K.D.P. Wilson** said that indeed ARs had been deployed in Hoi Ha Wan and Yan Chau Tong (Double Haven) Marine Parks.

4.1.6 **Mr. K.M. Lee** asked how effective were ARs in achieving its intended objective. In response, **Mr. K.D.P. Wilson** said that the experience on AR deployment had been reviewed and assessed in many countries and it was evident that ARs were effective in aggregating fishing stocks and mitigating impact arising from stock exploitation.

4.1.7 **Mr. K.M. Lee** asked and **Dr. R. Kennish** replied that full information on soundings, position etc., would be forwarded to MD for recording and charting purposes.

4.2 **POC Paper No. 06/98**

The Green Island Development Project

4.2.1 **Mr. Deryck Ethelston** presented the paper and briefed Members on the conclusions and recommendations of the Studies on Marine Traffic Impacts - Green Island Development (GID).

4.2.2 **Dr. Richard Colwill** then carried on to address the following issues in seriatim, they were :-

1. Reduction in navigable waters

It was recommended that a new Southern Fairway possessed dual 240m wide westward and eastward lanes (equivalent to the current width of the North Green Island Fairway (NGIF)) would be sited 200m north of the GID. The waterspace occupied by the new Southern Fairway was approximately 25 % greater than the designated fairway that currently existed within the Sulphur Channel, NGIF, and existing southern

Fairway combined. The loss of the Sulphur Channel would in part be mitigated by the establishment of the 200m wide zone between the new Southern Fairway and the northern extent of the GID for the safe passage of small vessels.

2. More close quarters events

Sophisticated traffic simulations had been carried out on the high density traffic flows around Green Island and they had indicated that the proposed new Southern Fairway alignment would result in a similar number of close-quarter situations within the study area during a 24 hour period, compared with the situation in 2011 should the GID not be developed. The close-quarters rate of fast ferries would be greater under the new Southern Fairway alignment than may be expected if the GID was not developed. However, a large proportion of these situations would be overtaking manoeuvres within the dual east/westbound lanes, which posed less risk than crossing manoeuvres.

3. Reduction in areas between the buoys

The more compact arrangement within Kellett Bank had been in part mitigated by the layout of the buoys based on the following :-

- a) No vessel intending to moor at an “A” buoy needed to pass more than one other mooring buoy;
- b) Lines of passage on southwest/northeast axis for ocean-going vessels and northwest/southeast for PCWA traffic had been provided;
- c) The “SA” buoys and the majority of the “A” buoys were located within the western half of Kellett Bank.
- d) The greater water depth intended to be dredged under the buoys.

4. Loss of the Western Dangerous Goods Anchorage

The WDGA might remain designated within Kellett Bank and clear water spaces for DG barges had been left within the reprovisioned mooring pattern.

5. Reduction in distance between buoys and fairways in Kellett Bank

There was presently a distance of approximately 270m between the southernmost buoy on Kellett Bank and the northern extent of the NGIF. Under the new southern Fairway arrangement this distance would be reduced to 220m. However, the total width of the NGIF would be doubled to 480m and the new Southern Fairway would increase the total waterspace width by 220m over the existing NGIF.

6. Reprovisioning of the Western Quarantine and Immigration Anchorage (WQIA)

It was recommended that the WQIA be resited within WA1 as an temporary measure prior to the development of CT10 and 11, and the provision of sheltered waterspace within the Western Harbour.

7. Safety of turn around GID

The safety of navigation around the GID had been assessed and it was found that the new Southern Fairway provided an easier turn for ocean-going vessels than presently available with a wider turn radius and better visual cues, as a result of the GID. To mitigate any potential impact on vessels, it was recommended that a local marine traffic station supervising two patrol launches be sited on Green Island.

8. Change of current flow around GID

Examination of the current field suggested that the GID would simply the flow field within the study area and had a marginal impact (less than 10 %) on localised areas of the current regime in the fairways adjacent to Green Island during peak flows.

9. Lost waterspace/westward shift

It was recommended that studies to address options for the provision of adequate sheltered waterspace, by the Lamma breakwater or some alternative, should be instigated as a matter of priority so that the current safety and operational restrictions associated with cargo-handling operations in the more exposed western sector of the harbour might be removed.

10. Potential Construction Hazards

As the volume of marine construction traffic would be less than those projected up to the year 2011 and the fairway structure would be established prior to the construction of the GID, it was therefore considered that this traffic might be safely integrated within the traffic streams.

4.2.3 **Dr. Richard Colwill** said that the new fairway would be better than the current one in terms of its greater navigable width and increase in area for vessels to manoeuvre around. The existing merge point off the Belcher bay would be resolved as a result of the reclamation despite the possible increase in close quarters situations envisaged in areas to the NE and NW of Green Island. However, he said that the latter point could be addressed by a more disciplined navigation environment and proactive policing in the area, in particular prior to the arrival of ocean-going vessels. To do

that, the establishment of centre buoys, local marine traffic control station and dedicated patrol boats would be necessary. The current WQIA would be temporarily relocated to WA1, though it was considered that the North Lamma anchorage with a breakwater was more preferable in the long-term. **The Chairman** added that more sheltered water space would be created by the construction of the Lamma Breakwater.

4.2.4 **The Chairman** asked and **Mr. Deryck Ethelston** advised that the new fairway, the local marine traffic control station and the dedicated patrol boats had to be in place before the reclamation took place.

4.2.5 **Dr. Richard Colwill** admitted that buoy density would increase as a result of the shrinkage in the overall area for mooring buoys due to GID; however, the western shift of Class A buoys, a better organized buoy layout and deeper waters in Kellett Bank would contribute to offset the increase in density.

4.2.6 **Mr. C. Pooley** inquired and **Dr. Richard Colwill** explained that traversing of the westbound lane by ocean-going vessels heading for mooring buoys at Kellett Bank was acceptable in the light of more disciplined navigation environment in the area and a much wider new fairway.

4.2.7 **Mr. K.L. Choi** expressed his concerns about the reprovisioning of the mooring spaces for river trade vessels within Belcher Bay and the part of WA1 used for the reprovisioning of WQIA. **Mr. Deryck Ethelston** replied that the newly proposed cargo working basin would be able to accommodate a number of vessels and the loss of WA1 would be closely looked at.

4.2.8 **Mr. C.S. Ho** expressed his reservation about the proposal because the closure of the Sulphur Channel would increase ferry journey times and running costs. **Mr. S.H. Yu** said that TDD would address the issues of HYF and would brief the Islands District Board on this matter.

4.2.9 As regards the matter of navigational aids to be implemented in the new

fairway, **the Chairman** said that the matter would be taken up internally by the Standing Committee on Aids to Navigation (SCAN).

4.2.10 Finally, as far as the marine impact assessment was concerned, members endorsed the proposal.

4.3 **POC Paper No. 04/98**

Boom length restrictions for use of waterways of the height restricted area of Kap Shui Mun Bridge.

4.3.1 **Mr. C.S. Lau** presented the paper and briefed members on the mitigation measure against the potential risk of ramming the Kap Shui Mun Bridge by derrick barges with boom length.

4.3.2 **Mr. K.L. Choi** expressed his support for the boom restrictions imposed on derrick barges with booms exceeding 35 metres, and assured that the industry would fully cooperate with the Marine Department.

4.3.3 **The Chairman** said that this measure had been widely promulgated to the shipping community including the mainland.

4.3.4 **Capt. H.E. Liaw** asked and **the Chairman** said that an automatic bridge monitoring system was now being studied by the Highway Department where sensors might be fitted to monitor potential targets with air draught exceeding the maximum permissible height when approaching the bridge.

4.4 **POC Paper No. 05/98**

Installation of an Automatic Fog Horn North of Kap Shui Mun Bridge

4.4.1 **Mr. C.S. Lau** presented the paper and briefed members on a proposal of installing an automatic fog horn in the vicinity of Kap Shui Mun Bridge.

4.4.2 **Mr. S.M. Lin** expressed concerns over the noise nuisance that might be created when the fog horn was in operation. **Mr. K.M. Lee** said that the noise issue had been studied by the EPD.

4.4.3 **The Chairman** supplemented that indeed a fog horn had already been fitted south of the bridge.

4.5 **POC Paper No. 08/98**

Speed Limit Review

4.5.1 **Mr. K.M. Ng** presented the paper and briefed members on the proposed modification to the boundaries of the speed restriction area and the speed limits put forward by the Speed Limit Review.

4.5.2 **The Chairman** recapitulated that the proposed scheme would also cover the Western Fairway, the Ma Wan Fairway, the Kap Shui Mun Fairway and the Western Anchorage areas that were not being covered by the existing scheme. Broadly speaking, the speed limits would be simplified to two categories, namely 10kts and 15kts in the speed restriction area and 8kts and 10kts in the speed Restriction Sub-Zone (SRSZ). He added that the Speed Limit Review had been discussed at various consultative committees and that the working group of the Port Operations Committee had found it acceptable.

4.5.3 **Mr. C. Pooley** expressed his concern over the relatively high speed limit of 15 Kts in the Western Anchorage. In response, **Mr. K.M. LEE** said that the speed limit was carefully considered and set with regard to the minimum speed at which large container ships would be able to maintain its steerage without tug assistance. **Mr. K.M. Ng** supplemented that the maximum speed limit allowable to vessels did not mean they could always maintain at that speed as it was dictated by the prevailing traffic situation.

4.5.4 **Mr. K.L. Choi** expressed his concerns over the implications of the proposed scheme on small craft as they had to travel at slower speed than before

within an enlarged speed restriction area. In response, **the Chairman** said the effect of the proposed scheme on various categories of vessels would be closely monitored.

4.5.5 **The Chairman** said that the existing policy of granting exemptions to ferries and high-speed craft would be maintained.

4.5.6 **Mr. C.S. Ho** said that the new scheme would undermine their triple decker services because they were slightly more than 60m in length and the new scheme required vessels in this category to proceed at no more than 8kts in the proposed SRSZ. He was worried that the implementation of the new scheme would increase journey times and running costs. **Mr. K.M. Ng** said that consideration of granting speed restriction exemptions would be given to vessels which had genuine needs to proceed at speeds exceeding the speed limits provided that they met certain requirements. **The Chairman** noted **Mr. C.S. Ho's** concerns and supplemented that the genuine needs of individual vessels would be taken into account in granting exemptions.

4.5.7 After discussion, the proposed modification to the boundaries of the speed restriction area and the speed limits put forward by the Speed Limit Review were endorsed by members.

5 **Date of Next Meeting**

5.1 The next meeting would be held on 15 September 1998.

6 **Close of Meeting**

6.1 The meeting closed at 5:00 pm.

Confirmed this day of 1998

Chairman

Secretary