

# Minutes of the 30th Meeting

**Date** : Tuesday, 29 September 1998

**Time** : 2:30 pm

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

---

## Present

Mr. S.Y. Tsui	Chairman
Mr. L.K. Sit	Member
Mr. Y.K. Lee	Member
Mr. N. Russell	Member
Mr. W.M. Ng	Member
Mr. C. Pooley	Member
Mr. X. Dong	Member
Capt. H.E. Liaw	Member
Mr. K.L. Choi	Member
Mr. Rogger Tupper	PMB
Mr. W.Y. Shiu	CED
Mr. K.M. Lee	Member
Mr. K.Y. Wong	Secretary

## In attendance

Mr. K.L. Chak	HYF
Mr. L.K. Szeto	MD
Mr. Gregory Chiu	MD
Mr. C.S. Lau	MD
Mr. T.C. Berry	MD
Mr. H.M. Tung	MD
Mr. L.Y. Butt	MD
Mr. Calvin Wong	MD

## Apologies

Mr. C.S. Ho	Member
Mr. S.M. Lin	Member

## 1 Open of Meeting

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

- (i) Mr. L.K. **Szeto** from MD
- (ii) Mr. Gregory **Chiu** from MD
- (iii) Mr. C.S. **Lau** from MD
- (iv) Mr. T.C. **Berry** from MD
- (v) Mr. H.M. **Tung** from MD
- (vi) Mr. Mr. L.Y. **Butt** from MD
- (vii) Mr. Calvin **Wong** from MD
- (viii) Mr. K.L. **Chak** from HYF on behalf of Mr. C.S. **Ho**
- (ix) Mr. Rogger **Tupper** from PMB on behalf of Mr. Richard **Yuen**
- (x) Mr. W.Y. **Shiu** from CED on behalf of Mr. F.M. **Luk**

## 2 Confirmation of Minutes of Last Meeting

2.1 The minutes of the 29<sup>th</sup> meeting held on 9 June 98 were confirmed subject to the amendment at **Annex 1**.

## 3 Matters Arising

### 3.1 Artificial Reef Deployment Study

3.1.1 **Mr. Szeto** reported that a letter was received from **Capt. Liaw** since the last meeting, suggesting that the layout of the Artificial Reef (AR) at Shek Nga Chau in Mirs Bay be shifted westwards to avoid any conflicts between fishing vessels and container vessels en-route to Yantian, and that automobile truck tires be used for deployment as proposed AR units. In response to these comments, which were fully supported by MD, the Consultants had shifted the easternmost AR complex approximately 500 metres to the west to address the traffic concern.

3.1.2 As for the use of truck tires, **Mr. Szeto** said that AFD had supported and addressed the Consultants to further consider prior to the finalization of the Final Report, despite the reservations expressed by the Consultants regarding its stability, lightness etc.

3.1.3 **The Chairman** supplemented that though the easternmost AR complex had been moved inshore, the boundaries of the AR complexes at Shek Nga Chau remained intact as before.

3.1.4 **Mr. Shiu** reported that the CED, which was the works agent for the AFD, would commence works on the deployment of AR at Double Haven in early January 1999.

#### 4. New Items

##### 4.1 POC Paper No. 12/98

###### **Assessment of Typhoon Shelter Space Requirements, 1998 - 2016**

4.1.1 **The Chairman** invited **Mr. Chiu** to present the paper on Assessment of Typhoon Shelter Space Requirements, 1998-2016.

4.1.2 **The Chairman** explained that though the requirements of the pleasure vessels were looked at in the assessment exercise, no new typhoon shelter space should be provided for them as sheltered anchorage space would be identified for their use. **Mr. Chiu** supplemented that this was indeed a directive given by **the Chairman** of Port Progress Committee.

4.1.3 Comparing the demand forecasts in the 1997 report with this year, **the Chairman** said that there was a discrepancy, and it was mainly attributed to :

- i) the increase in the areas of the Siu Lam and Peng Chau typhoon shelters because the figures quoted in the 1997 report were based upon mooring area instead of effective area, which should indeed be used for forecasting space requirements; and
- ii) according to the information from the Working Group for Reviewing the Assessment of Typhoon Shelter Space Requirements, the trend of space requirements for some classes of vessels was declining.

- 4.1.4 **Mr. Y K Lee** asked whether the River Trade Terminal (RTT) in Tuen Mun would also be deemed as a typhoon shelter. In response, **the Chairman** said that it was not yet known whether the terminal could be used for such purpose. **Mr. Lau** latter reported that the manager of the RTT had told him that it was not known whether the terminal could be used as a typhoon shelter at this stage, and that the insurance industry had not identified the RTT as equivalent to a typhoon shelter in their policy coverage.
- 4.1.5 **Mr. Y K Lee** asked and **Mr. Tupper** reported that there was no firm date on the Central and Wanchai Reclamation Programme and that the reprovisioning arrangements for the Causeway Bay typhoon shelter had not yet been resolved.
- 4.1.6 **Mr. Y K Lee** said that the construction of Peng Chau typhoon shelter would create additional capacity for mid-stream operators, which they did not really require given that most of the future business would be absorbed by the container terminals (i.e. CT1-9), and thus he objected to the proposal of Peng Chau typhoon shelter. **The Chairman** said that this matter might be dealt with in the next item focusing on Peng Chau and Siu Lam typhoon shelters.
- 4.1.7 **Mr. Pooley** said that if the Tuen Mun RTT could not be used as a typhoon shelter, the Tuen Mun typhoon shelter would become overcrowded by having to accommodate vessels coming from the terminal at the onset of typhoon. **The Chairman** said that these river trade vessels would take early actions before the arrival of a typhoon. Given the proximity of Tuen Mun RTT to home bases of river trade vessels, he said that more vessels might go back to its home ports to seek refuge. **Mr. Tupper** supplemented that the growth in river trade cargo would tend to be absorbed by the new RTT, and concurred with **the Chairman** that more and more vessels would go back to their home bases during the passage of typhoons.
- 4.1.8 **Mr. Russell** asked whether a typhoon shelter was well set up for vessels which were larger than normal. **The Chairman** said that vessel length restrictions were prescribed for each typhoon shelter and the maximum permissible length was 50m. As for local vessels of more than 50m in length, the owner was required to propose suitable provision of typhoon mooring in the process of licensing.

4.1.9 **Mr. Choi** said that river trade vessels would still make use the waters of Hong Kong during the passage of a typhoon and suggested to make a forecast of the duration of stay in Hong Kong. In response, **Mr. K.M. Lee** said that the future demand of river trade vessels for typhoon shelter space had already been taken into account in the forecasts. **Mr. Tupper** added that the regression method adopted in the forecasts had taken into account the trends for future demand.

4.1.10 **Mr. Russell** said that from the user's point of view, the provision of midstream service was only determined by the level of demand for such service. If there was a demand, he said that the necessary back-up facilities should be provided. In response, **Mr. Tupper** said that the Port Cargo Forecasts had predicted that there was little growth in demand for midstream operations and the market would remain roughly the same as it was now, and stressed that the government would not interfere with the market in terms of favoring one and suppressing the others. **Mr. Choi** supplemented that the proposed construction of typhoon shelters was based on the demand for TS spaces rather than to encourage mid-stream operations by the government.

## 4.2 POC Paper No. 09/98

### **Proposal on Construction of Peng Chau Typhoon Shelter and Siu Lam Typhoon Shelter**

4.2.1 **The Chairman** invited **Mr. Lau** to present the paper on the proposal on Construction of Peng Chau and Siu Lam typhoon shelters.

4.2.2 **The Chairman** said that the Working Group for Reviewing the Assessment of Typhoon Shelter Space Requirements, which was composed of members from ESB, PlanD, PMB and MD, had recently decided to proceed with the Siu Lam typhoon shelter first and Peng Chau typhoon shelter later.

4.2.3 **Mr. Shiu** said that they anticipated strong objections from local residents of up-market residential properties in the concerned area, and that the matter might eventually have to be resolved in the Executive Council.

4.2.4 **Mr. Choi** said that the site at Peng Chau was more preferable by his industry than the location at Siu Lam in terms of convenience, availability of back-up facilities etc. **The Chairman** explained that the main reasons for the decision to opt for Siu Lam typhoon shelter first were as follows :

- a) the total costs for building Siu Lam were cheaper than Peng Chau;
- b) the Tuen Mun typhoon shelter was getting congested;
- c) able to cater for the needs of launches, ferries etc. serving between the North Lantau and Northwest New Territories;
- d) would enhance the safety by easing off the traffic load through Ma Wan during passage of typhoons; and
- e) spread of typhoon facilities were taken into account given the completion of the Hei Ling Chau TS.

**The Chairman** reminded that this was only a preliminary decision as the proposals still had to go through consultation with various parties such as District Broads etc. before finalizing the preferred option.

4.2.5 **Mr. Tupper** advised that both of the proposed typhoon shelters would be constructed and the core issue was essentially a matter of programming i.e. which one should proceed first. And he stressed that the construction of Siu Lam typhoon shelter would reduce the shortfall in Lantau area whereas for the case of Peng Chau typhoon shelter it would be very difficult to convince the public in constructing a new one just right next to the Hei Ling Chau typhoon shelter.

4.2.6 **Mr. Shiu** reported that the construction of Hei Ling Chau TS might be completed in early next year, and the delay was due to the financial problems of the Contractor.

4.2.7 **Mr. K.M. Lee** asked how many crewmen would be deployed onboard a lighter/barge while staying inside a typhoon shelter during the passage of typhoons. **Mr. Choi** responded that it was a common practice in his industry, and was considered adequate to have one crewman stationed onboard under such conditions.

4.2.8 **Capt. Liaw** opined that the proposed RTT in Northshore Lantau should be so designed to meet the requirements of a typhoon shelter so that river trade vessels berthing thereat did not have to leave and seek refuge elsewhere during the passage of typhoons. **Mr. K.M. Lee** and **Mr. Tupper** agreed that the provision of typhoon shelter could be considered in the design of new RTTs.

#### 4.3 **POC Paper No. 10/98**

##### **Helping Business Study on Surveying & Licensing of Local Vessels**

4.3.1 **The Chairman** said that MD had already conducted three Helping Business Studies (HBS), and implemented most of the recommendations associated with the 1<sup>st</sup> Phase of HBS except for those relating to amendments to legislation and installation of computers. He then invited **Mr. Butt** to present the paper on Helping Business Study on Surveying & Licensing of Local Vessels, which was under the Phase 2 Study and completed in August 1998.

4.3.2 **Capt. Liaw** inquired and **the Chairman** responded that the MD was continuing to improve its services to registered ships in collaboration with the shipping industry in various forums such as Shipping Consultation Committee etc, and the initiative to create a more business friendly environment for the industry was taken up without any HBS.

4.3.3 **Mr. Pooley** welcomed MD's initiative and said that more time was needed before he could offer any comments on the recommendations. In response, **the Chairman** said that any comments from members were welcome after the meeting. **Mr. Choi** added that his industry had been consulted during the study and applauded MD's efforts.

#### 4.5 **Arrangements to Improve Traffic Safety in West Lamma Area (WLA)**

4.5.1 **The Chairman** invited **Mr. Calvin Wong** to give his presentation on the proposed arrangements to improve traffic safety in WLA.

4.5.2 **The Chairman** reminded that with effect from 1 October 1998, the Green Island Pilot Station would be disused and all vessels intending to embark/disembark pilots had to use the Ngan Chau ( Round Island ) Pilot Boarding Station.

4.5.3 **Mr. Pooley** asked whether the proposed West Lamma Anchorage would be used as a dead-ship anchorage. In response, **Mr. K.M. Lee** replied that it would not be used as a dead-ship anchorage as it was intended for short-stay vessels.

4.5.4 As a result of the establishment of WLA, **Mr. Tupper** said that this would entail a stretch of the realigned DSC night sailing route be shared by DSCs as well as other vessels, including tankers proceeding to/from Kau Yi Chau anchorage. He advised that this matter should be looked at in more detail.

#### 4.4 **POC Paper No. 11/98**

##### **Oil Pollution Contingency Plan**

4.4.1 **The Chairman** invited **Mr. Berry** to present the paper on Oil Pollution Contingency Plan.

4.4.2 **Mr. Russell** opined that there were large gaps between tiers of spill, in particular between tiers 2 and 3, and asked whether an oil spill incident involving 1,000 tons would be classified as tier 3 and require out-of-region resources. In response, **Mr. Berry** said that the 3-tier system was well accepted in the industry and would only be used as guidance rather than being regarded as legal definitions. He carried on to explain that apart from the size of oil spill many contextual factors had to be taken into consideration such as the prevailing winds, waves, proximity of sensitive receivers etc. before determining whether outside resources were needed or not. **The Chairman** supplemented that it would be matter of judgment by the Central Government in the light of the circumstances surrounding the incident.

4.4.3 **Mr. Russell** asked at what point did the Government consider that it was not worthwhile to increase local resources in terms of the size of spill. **Mr. Berry** said that it would be a matter to be judged by the Administration with regard to the acceptable risk to which Hong Kong was exposed.



- 4.4.4 To combat oil spills straddling between Hong Kong and Mainland waters, **Mr. Russell** asked what were the current arrangements with the Mainland authorities. **Mr. Berry** said that the arrangements on the northeastern side were more well structured than the western side; however, this gap would be duly addressed and this discrepancy had also been highlighted in the audit report. **The Chairman** supplemented that China had recently rectified the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) and asked Hong Kong to join but there was no decision yet. If affirmative, Hong Kong would then have to formulate a comprehensive coordination plan with the Mainland authorities to tackle oil spills. Besides, **the Chairman** said that oil pollution was a matter of concern to Asia-Pacific administrations and was widely discussed by members, including himself, at the Maritime Safety Agency Forum held in Canada in September.
- 4.4.5 As regards out-of-region resources, **the Chairman** supplemented that the Central Government would have to make a decision as to whether there was a need to call on external assistance.
- 4.4.6 **Mr. Pooley** said that given the expertise and experience of his organization in the field of combating oil spills, it would be beneficial to the government if they could represent on the Steering Committee chaired by SPEL. **Mr. Berry** agreed and said the invitation would be forthcoming subject to the approval by **the Chairman** of the Steering Committee.
- 4.4.7 **The Chairman** inquired and **Mr. Berry** informed that a revised copy of the Oil Pollution Contingency Plan (OPCP) would be circulated to all members as soon as it was finalized, and the communication plan within the OPCP would be tested to verify the responsiveness of all the 24-hour points of contact detailed therein.

## 5. Any Other Business

- 5.1 **Mr. Pooley** asked whether a detailed breakdown on the collection sources of the oily waste could be provided. **Mr. Berry** said that he could provide some information on the collection sources.

5.2 **Mr. Russell** reported that banging noise from suspected dynamite fishing was heard by his daughter during her recent visit to Ping Chau (Mirs Bay) between 23 and 25 September 98, and the incident had been reported to the Marine Police. The **Secretary** said that he would pass the case to the concerned departments for investigation.

(Post meeting note : Marine Police and AFD were alerted to the suspected dynamite fishing at Ping Chau )

5.3 **Mr. Choi** said that whenever his industry was likely to be affected by any future developments they should be notified and consulted in advance; the Southeast Kowloon Reclamation was a case in point in which they had not been informed by the government of the deletion of those items related to the reprovisioning of the Cha Ko Ling and Kwun Tong PCWAs in the plan, which was recently gazetted. In response, the **Chairman** said that MD would endeavor to consult the shipping industry whenever they were likely to be affected by any developments at an appropriate stage subject to the agreement of the policy bureau.

## 6. Date of Next Meeting

6.1 The next meeting would be held on 19 January 1999.

## 7. Close of Meeting

7.1 The meeting closed at 5:00 pm.

Confirmed this                      day of                                              1998

---

**Chairman**

---

**Secretary**