

# Minutes of the 31th Meeting

**Date** : Tuesday, 23 February 1999

**Time** : 2:30 pm

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

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## Present

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

## In attendance

Dr. Richard Colwill	Babtie
Mr. Peter Jones	Babtie
Mr. S.H. Yu	TDD
Mr. Steward Davies	Mott Connell
Mr. Henry Rowe	Mott Connell
Mr. Peter Law	HyD
Mr. Y.K. Lai	MD
Mr. W.H. Wong	MD
Mr. S. S. Chan	MD

## Apologies

Mr. X. Dong	Member
Mr. L.K. Sit	Member
Mr. W.M. Ng	Member
Mr. Y.K. Lee	Member
Mr. S. M. Lin	Member

1. **Open of Meeting**

1.1 **The Chairman** opened the meeting and welcomed all to the meeting.

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

2.1 The minutes of the 30<sup>th</sup> meeting held on 29 September 98 were confirmed subject to the amendment in the **Annex**.

3. **New Items**

3.1 **POC Paper No. 1/99**

**International Convention on Oil Pollution Preparedness, Response & Co-operation (OPRC))**

3.1.1 **Mr. Y.K. Lai** presented the papers and briefed members on the Marine Department's intention to extend the OPRC Convention to the HKSAR.

3.1.2 **The Chairman** said that the HKSAR was being asked by China, who had acceded to the OPRC Convention on 30-6-99, if it would like to join the same Convention. Indeed, most of the requirements of the Convention had been implemented in the HKSAR through existing regulations or administrative measures and thus no difficulty was expected in implementing the Convention.

3.1.3 **The Chairman** explained that in order to extend the Convention to the HKSAR, the process of consulting various concerned parties should be conducted prior to seeking the approval of the Executive Council.

3.1.4 **Mr. Ho** inquired and the Chairman responded that all concerned parties would be duly consulted on the proposal to extend the Convention to the HKSAR.

3.1.5 **Mr. C. Pooley** asked and **the Chairman** responded that once the Convention was extended to the HKSAR, existing administrative procedure and legislation would be looked into in details and amended accordingly.

3.1.6 After discussion, the Committee endorsed the paper to have the OPRC Convention extended to the HKSAR.

### 3.2 POC Paper No. 02/99

#### **The Join Hands to Tackle the Millennium Bug**

- 3.2.1 **Mr. W.H. Wong** presented the paper and briefed members on the possible implications arising from the Millennium Bug.
- 3.2.2 **The Chairman** advised members to take a holistic look at their own systems with regard to the Y2K problem and stressed the important of having a contingency plan in place to cope with any unforeseen events.
- 3.2.3 In order to safe guard the port against Y2K problem, **the Chairman** said that precautionary measures had been implemented by the Marine Department and a Contingency Plan was currently being prepared under the guidance of **Mr. K.M. Lee**.
- 3.2.4 **Capt. Liaw** said that according to his experience even an equipment was marked as Y2K compliant, problems might still exist if any embedded chip in that equipment was not. In response, **the Chairman** said that confirmation should be sought from manufacturers in order to ascertain the Y2K compliance of their equipment. Apart from manufacturers, ICS, UK P& I Club and Lloyd's Register had established a web site to advise shipping community on the Y2K problem.
- 3.2.5 **Capt. Liaw** inquired whether or not the equipment embedded with microprocessor known for not time-functioned, such as Oil Mist Detector in diesel engine can be Y2K non-compliant and **Mr. W.H. Wong** responded that Y2K problem was most likely associated with those equipment that were time-related.
- 3.2.6 If the Y2K problem did crop up on 1-1-2000, **Mr. Russell** asked whether a large number of dead ships would be expected. **The Chairman** responded by relating to the MD's experience gained from the actions undertaken by the Vessel Traffic Centre on the New Year's eve that no major problems had been encountered despite having recorded a large number of vessel movements; he further said that close liaison would be maintained with tug companies and HKPA to control movements of ships within HK waters.
- 3.2.7 **Mr. C. Pooley** asked whether the port would be closed on 1-1-2000. In response, **the Chairman** said that there was no need to close the port as precautionary measures had been implemented by the MD and that a contingency plan would be in place to cope with the worst case scenario. **Mr. K.M. Lee** supplemented that a copy of the contingency plan would be circulated to all members once it was finalized.

- 3.2.8 **Mr. Ho** asked whether there would be paper exercises to test out the efficacy of the contingency plan to tackle the Y2K problem. In response, **the Chairman** said that drills and paper exercises would be conducted.
- 3.2.9 **Mr. Choi** inquired and **the Chairman** responded that close liaison would be maintained with other countries to keep track of vessels which were not Y2K compliant.
- 3.2.10 **Capt. Liaw** asked and **Mr. C. Pooley** responded that regular drills were conducted to revert from automatic to manual control on their tug boats and hence they were well prepared for the Y2K problem.
- 3.2.11 **The Chairman** advised members to pay special attention to the different time systems maintained by different equipment which would have a bearing on the estimation of the duration of the critical time window.

3.3 **POC Paper No. 3/99**  
**The Green Island Development Project (GID)**

- 3.3.1 **Mr. R. Colwill** and **Mr. P. Jones** presented the paper and briefed members on the background and findings of the additional marine assessment conducted by the Consultants (BMT).
- 3.3.2 **Mr. P. Jones** said that a sea channel of 75m in width, which would ecologically isolate the Green Island, would be purposely retained to preserve the flora and fauna thereon. **Mr. C Pooley** inquired and **Mr. R. Colwill** responded that the overall cost for the GID incorporating a sea channel would be higher than that without. At the request of **Mr. C. Pooley**, **Mr. R. Colwill** would furnish him with the information on the cost difference arising from the retention of a sea channel for ecological purposes.
- 3.3.3 Considering the environmental and ecological constraints imposed by the Green Island, **Mr. R. Colwill** said that a Virtual Marine Traffic Control Station by means of CCTV was recommended by the latest marine assessment to be established on the Island. Besides, two dedicated patrol boats were recommended to discipline the traffic in the area.
- 3.3.4 **Mr. Choi** inquired whether maintenance dredging was needed for the sea channel. In response, **Mr. P. Jones** said that since the siltation rate of the channel was low and hence no dredging was envisaged. According to **Mr. P. Jones**, a flushing study conducted recently demonstrated that the sea channel would get a new load of water at every tide.

- 3.3.5 In order to facilitate a large number of seamen to come ashore safely from ships anchoring at Kellett Bank, **Mr. K.M. Lee** said that a public pier should be built instead of a set of public landing steps, which was not protected from weather. **Mr. Choi** indicated his support for **Mr. K.M. Lee's** proposal. In response, **Mr. L.K. Szeto** indicated he had made a similar request to the Consultants, who would take the provision of public pier into account, and that he would closely follow up the matter.
- 3.3.6 **Mr. C. Pooley** inquired and **Mr. R. Colwill** responded that the proposed seawall along the northern face of the GID was of a low-coefficient type which had a good wave-absorbing function.
- 3.3.7 Of the three proposed reprovision sites for the WQIA viz. WA1, WA2 and North Lamma, **Mr. Tupper** said that their respective holding ground characteristics should be evaluated and taken into consideration in the selection of the final reprovision site.
- 3.3.8 **Mr. C. Pooley** was concerned that about how the wastes were going to be transported from the existing Waste Transfer Station to the IWTSBP. In response, **Mr. Jones** said that the subject matter was still under study.
- 3.3.9 As regards the new arrangement of the marine basin, **Mr. Jones** said that there would be a reduction of 600m in the PCWA wharfage and this loss would be reprovisioned outside the GID. The Chairman asked and **Mr. T.Y. Lau** responded that the reprovision site for the 600m shortage was yet to be decided by the Administration i.e. SPEL.

#### 3.4 **POC Paper No. 4/99**

##### **Proposed Amendments to the Legislation in respect of the Conveyance of Dangerous Goods at Sea**

- 3.4.1 **Mr. S.S. Chan** presented the paper and briefed members on the proposed amendments to the legislation in respect of the conveyance of dangerous goods at sea.
- 3.4.2 **The Chairman** said that the objectives of the proposed changes were to update the relevant regulations, amend the local legislation to dovetail with this updating, and bring in the IMDG code instead of using the DG ordinance/regulations.
- 3.4.3 **Capt. Liaw** was concerned about the proposed changes as his company and most ocean-going carriers had adopted the IMDG code. In response, the Chairman said that the proposed amendments would be simple and in line with the IMDG code.

3.4.4 **Mr. K.M. Lee** said that if the proposed changes were not introduced overseas vessels carrying DG in conformance with the IMDG code would, in the strictest sense, violated local regulations once they entered into HK waters.

3.4.5 After the discussion, the proposed amendments were supported by the Committee

### 3.5 **POC Paper No. 5/99**

#### **Alignment of the Tsing Lung Suspension Bridge**

3.5.1 **Mr. S. Davies** and **Mr. H. Rowe** jointly presented the paper and briefed members on the new alignment of the proposed Tsing Lung Suspension Bridge.

3.5.2 **Mr. S. Davies** said that the northern tower of the original alignment was located on an offshore island in the Ma Wan Channel approximately 100m from the shore whereas the same tower under the new alignment was built on the reclamation approximately 50m from the coast. As a result, the marine impact associated with the new alignment was considered better than the former one.

3.5.3 **Mr. Choi** inquired and **Mr. S. Davies** said that the marine clearance envelope below the bridge deck was the same as that of the Tsing Ma Bridge.

3.5.4 After the discussion, the new alignment was endorsed by the Committee

### 4. **Date of Next Meeting**

4.1 The date of the next meeting will be advised in due course.

### 5. **Close of Meeting**

5.1 The meeting was closed at 5:00 pm.