

Minutes of the 32nd POC Meeting

Date : Tuesday, 29 June 1999

Time : 2:30 pm

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

Present	Mr. S.Y. Tsui	Chairman
	Mr. K. L. Choi	Member
	Mr. Rueben Chung	Member
	Mr. F.M. Luk	Member
	Mr. David C. S. Ho	Member
	Capt. H. E. Liaw	Member
	Mr. C. Pooley	Member
	Mr. X. Dong	Member
	Mr. Terence L.K. Sit	Member
	Mr. K.M. Lee	Member
	Mr. K.Y. Wong	Secretary
In attendance	Mr. Ernst Wong	on behalf of Mr. Willy Lin
	Mr. Francis Wong	on behalf of Mr. Neil Russell
	Dr. Richard Colwill	Babtie
	Mr. Peter French	Babtie
	Mr. K.F. Leung	Scott Wilson
	Mr. Winson Chow	Scott Wilson
	Mr. W.S. Ng	Scott Wilson
	Mr. Davis Lee	Ove Arup & Partners
	Mr. Peter Law	HyD
	Mr. Chris Wong	HyD
	Mr. Michael Hui	HyD
	Mr. Y.W. Li	CED
	Mr. K.K. Ng	CED
	Mr. C.Y. Tsang	MD
	Mr. T.K. Lam	MD
	Mr. M.K. Chan	MD
	Mr. W.C. Hui	MD
Apologies	Mr. Richard Yuen	Member

1. Open of Meeting

1.1 The **Chairman** opened the meeting and welcomed all to the meeting, in particular:

- i) **Mr. Rueben Chung** who replaced **Mr. Johnson Ng** and attended the meeting for the first time as the representative of the oil industry to this Committee; and
- ii) **Mr. Ernst Wong and Mr. Francis Wong** who attended the meeting on behalf of **Mr. Willy Lin** and **Mr. Neil Russell** respectively.

2. Confirmation of Minutes of the Last Meeting

2.1 The minutes of the 31st meeting held on 23 February 99 were confirmed subject to the amendments at the **Annex**.

3. New Items

3.1 POC Paper No. 6/99 Replacement /Upgrading of the Vessel Traffic Services (VTS) System

3.1.1 The **Chairman** thanked all the members for their support of this paper circulated for members' endorsement in late May, and said that the Finance Committee in mid-June had already endorsed the proposal. He then invited **Mr. C.Y. Tsang** to respond to questions raised previously through written reply by members with regard to the VTS replacement and upgrading.

3.1.2 In response to members' written queries, **Mr. C.Y. Tsang** addressed them one-by-one as follows:

Mr. Terence Sit

Q1. How to recover the \$226 M from Port Users?

A. The cost will be recovered through port and light dues and passengers embarkation fees. The impact will be around 4% increase in the levels of such dues and fees when the new system comes into operation in 2003-2004.

Q2. What are the annual additional costs of the new system?

A. Based on a useful life of 15 years, the annual cost is about \$17M (\$15m annual depreciation charge plus \$2M recurrent costs).

Mr. Neil Russell

Q1. What are the details of the capital costs of the project?

A. The breakdown of the capital costs is as follows:

a)	E&M equipment installation	160.7M
b)	Renovation & Refurbishment works	34.2M
c)	Project Management	14.9M
d)	Contingency (10% of (a))	16.1M
	Total	<u>226.0M</u>

Mr. C.J. Pooley

Q1. What are the new services and advantages offered by the new system?

A. The new system will have a tracking capacity of 2000 targets, either moving or stationary, and can be expanded to 4000 targets if needed. Besides, the system not only assists and facilitates accident investigations as all tracked targets and associated communications will not only be recorded by the system, but also incorporates the latest technologies such as AIS, ECDIS, CCTV, direction finders, modern communication systems etc. to improve and enhance vessel traffic services.

Q2. Would Government tender out the works called for?

A. The electrical and mechanical works will be tendered out on the basis of a fixed-price lump-sum contract, whereas the renovation and refurbishment works will be carried out by the Architectural Services Department's contractor.

David Ho

Q1. What is the function of CCTV?

A. CCTVs will be strategically sited to provide close monitoring of marine traffic and thus allow responsive actions to be taken in case of emergency. It can also provide VTC with real-time indication of sea/weather conditions.

Capt. Liaw

Q1. Would the system be able to broadcast through the Navtex system to assist ships operating in Hong Kong waters?

A. The new system will be equipped with an Automatic Identification System that makes use of modern and advanced GPS and VHF technologies for ship-to-ship and ship-to-shore communications, thus providing information automatically and continuously without involvement of ships' personnel.

3.1.3 **Mr. Pooley** inquired and **Mr. C.Y. Tsang** responded that the maintenance of the new system would be undertaken under a technical service agreement similar to that entered into with the HKIT over the existing system, and would be funded by the Marine Department's operating budget.

3.1.4 **Mr. David Ho** inquired and the **Chairman** responded that in the event of a marine accident traffic data recorded by the VTS system, either existing or new, would be kept until the investigation was completed, and there was an administrative procedure governing the release of such records to members of the public.

3.2 POC Paper No. 7/99

Establishment of a Naval Anchorage off Stonecutters Island

3.2.1 The **Chairman** said that it was agreed at the JLG meeting held on 20 June 1994 that a naval anchorage was to be established to replace the existing one near the former Tamar naval base. He then invited Mr. Tsang to present the paper.

3.2.2 **Mr. C.Y. Tsang** reported that the drafting of legal notice was now in the pipeline and was estimated to be completed by end of July. The **Chairman** stressed that the naval anchorage to be established off the Stonecutters Island would not be a restricted area and other vessels could transit through the area. **Mr. K.M. Lee** said that foreign naval ships might use the anchorage subject to the approval of the PLA.

3.2.3 **Mr. F.M. Luk** inquired and **Mr. K.M. Lee** said that the dredging of the anchorage would be the responsibility of Government while the maintenance of moorings would be the PLA.

3.2.4 **Mr. Terence Sit** asked and **Mr. K.M. Lee** responded that the PLA would have full control over the anchorage and moorings. The **Chairman** supplemented that the arrangement would be similar to the naval anchorage off Wanchai in the past.

3.3 POC Paper No. 8/99

Proposed Extension of the Yau Ma Tei Anchorage

3.3.1 **Mr. C.Y. Tsang** presented the paper and briefed members on the background and merits of extending the Yau Ma Tei Anchorage.

- 3.3.2 **Mr. Terence Sit** asked and the **Chairman** responded that river-trade and small vessels were currently using the extended area. **Mr. K.M. Lee** further added that the extension would provide port users with additional anchorage space to compensate for the loss of water space as a result of the CT9 development and Green Island reclamation.
- 3.3.3 **Mr. Terence Sit** asked whether the establishment of naval anchorage would create pressure on anchorage space. In response, the **Chairman** said that, though the water space was limited within Hong Kong waters, there was still sufficient space to meet the demand at this stage, particularly more anchorage space would be provided through the proposed optimisation of water space to the west of Lamma Island.
- 3.3.4 **Mr. F.M. Luk** asked whether there would be any dredging requirement for the extended area. **Mr. C.Y. Tsang** said that the anchorage was designed to accommodate vessels not exceeding 100 metres in length, and therefore the existing water depth in the area was adequate. **Mr. K.M. Lee** further said that even though there was currently no problem with the extended area, it did not preclude the need for future dredging. He cited the case where water depth problems were encountered during the reclamation of the Yau Ma Tei typhoon shelter, and eventually resolved with the assistance of the CED.
- 3.3.5 **Mr. F.M. Luk** asked whether the proposed extension would entail maintenance dredging of the anchorage to be proportionally increased. In response, **Mr. K.M. Lee** said that even the extended area was not used for the anchoring of vessels, maintenance dredging was still required in view of the existing government mooring buoys located thereat.
- 3.3.6 After the discussion, the Committee endorsed the proposed extension.

3.4 POC Paper No. 9/99

Proposed Amendment to Regulation 50 of the Shipping and Port Control Regulations

- 3.4.1 **Mr. C.Y. Tsang** presented the paper and briefed members on the proposed amendments that aimed at removing the existing ambiguity with regard to the payment of anchorage dues.
- 3.4.2 **Capt. Liaw** inquired and **Mr. K.M. Lee** stated that the anchorage dues were charged on a daily basis instead of hour.
- 3.4.3 **Capt. Liaw** inquired and the **Chairman** explained that a ship would be treated as a new arrival if she left Hong Kong during the passage of typhoon and returned again.
- 3.4.4 After the discussion, the Committee endorsed the proposed amendments.

3.5 POC Paper No. 11/99

Optimisation of Water Space to the West of Lamma Island

- 3.5.1 **Mr. T.K. Lam** presented the paper and briefed members on the initiative to optimise the water space to the west of Lamma Island.
- 3.5.2 **Mr. K.M. Lee** said the traffic separation schemes that the paper referred to should in fact be regarded as recommended routes. The **Chairman** agreed and supplemented that since the establishment of such routes was mainly an internal traffic arrangement within Hong Kong waters it was not necessary to have these routes adopted by IMO as traffic separation schemes.
- 3.5.3 The **Chairman** said that the establishment of the West Lamma Anchorage would bring about 821 ha of additional anchorage space. As this anchorage was not well sheltered, the new anchorage would only be used for short-stay vessels.
- 3.5.4 **Mr. Choi** asked and the **Chairman** responded that there was no firm programme yet as to when the Lamma breakwater would be built. However, the **Chairman** believed that there was a need in the long run for such a breakwater to be built so as to provide more sheltered space for working cargo.
- 3.5.5 **Mr. Choi** asked and **Mr. K.M. Lee** responded that the proposed West Lamma Anchorage would only be used by vessels up to 7 metres in draught.
- 3.5.6 **Mr. Terence Sit** asked whether the new anchorage would be suitable for working cargo. The **Chairman** said that the anchorage would be used for short-stay vessels only. **Mr. Choi** added that the anchorage would not be suitable for cargo operations during the Southwest monsoon, whereas it might be suitable for such purpose during other seasons.
- 3.5.7 **Mr. David Ho** was concerned about the potential conflict between through traffic plying in the adjacent channels and vessels proceeding to and from the proposed West Lamma anchorage, and asked how the Marine Department would regulate the traffic in the area. The **Chairman** responded that the normal traffic volume within the south Cheung Chau channel was small, for it was only used by high speed ferries at night or in restricted visibility. He further said that the Vessel Traffic Centre would closely monitor vessel movements in the area to ensure safety of navigation. **Mr. K.M. Lee** supplemented that a dedicated patrol launch would be deployed at Green Island in 2002 to enhance traffic control in the area.

- 3.5.8 **Mr. David Ho** inquired and **Mr. T.K. Lam** responded that the West Lamma anchorage was expected to be operational in late 1999. The Chairman added that the new anchorage would be widely publicised by the Marine Department through the promulgation of MDN and NTM once the relevant regulations were amended.
- 3.5.9 **Mr. Terence Sit** inquired whether short-stay vessels using the WLA were still required to proceed to the WQIA for port formalities or such a provision would be provided within the anchorage. **Mr. K.M. Lee** responded that if the Green Island development was to proceed ahead the WQIA would be resited to the north of Lamma Island, thereby saving ships without a port clearance to travel up to the current WQIA. Otherwise, the WQIA would remain in-situ and vessels without a pre-arrival clearance were still required to travel there for the required port formalities. However, **Mr. K.M. Lee** did not envisage any problem with the latter case, as 95% of arriving ships did possess a pre-arrival clearance.
- 3.5.10 After the discussion, the new optimisation proposal was endorsed by the Committee.

3.6 POC Paper No. 10/99

Planning and Engineering Feasibility Study for Development on Sham Tseng Further Reclamation

- 3.6.1 **Mr. K.F. Leung** presented the paper and briefed members on the findings of the stage 1 of the Planning & Engineering Feasibility Study in relation to the Sham Tseng further reclamation.
- 3.6.2 The **Chairman** inquired and **Mr. M.K. Chan** responded that the navigation clearance between the cope line of the seawall and the northern boundary of the Ma Wan Fairway would be in the range from 160m to 180m, whereas the clearance between the toe line and the same boundary would vary from 120m to 150m at a water depth of 20m.
- 3.6.3 **Mr. Pooley** asked and **Mr. K.F. Leung** responded that the adoption of wave-absorbing type of seawall would be considered in the design stage. **Mr. K.K. Chan** reported that CED was carrying out a trial of the use of wave-absorbing seawalls in the harbor, and, depending on the findings of the trial wave-absorbing seawall might be implemented in future projects.
- 3.6.4 **Capt. Liaw** inquired and **Mr. K.F. Leung** responded that according to their current velocity assessments the variation in current velocity as a result of the reclamation was small and therefore it would not have any significant effect on the overall safety of navigation.
- 3.6.5 **Mr. Francis Wong** inquired and **Mr. K.F. Leung** responded that their

traffic projections up to 2006 had already taken into account the potential growth of waterborne traffic, including large containers ships, plying between Hong Kong and Shekou.

3.6.6 **Mr. Alan Lee** said that the area at Sham Tseng was quite polluted and was concerned that the environment would be aggravated by sewage generated from the housing development. **Mr. K.F. Leung** responded that a larger sewage treatment plant would be established at the eastern end of the reclamation in order to improve the local environment.

3.6.7 **Mr. Pooley** inquired about the usage of the proposed marine basin and asked whether pleasure vessels would set up there. In response, **Mr. K.F. Leung** said that the basin was to re-provision the existing kaito pier at Angler's Beach. The **Chairman** added that he had strong reservations about the use of the marine basin by pleasure craft.

3.6.8 **Mr. Choi** was concerned that the reclamation would entail the reduction of the sheltered water area south of the Sham Tseng Township which could be used by small craft during the passage of large vessels, and asked what mitigation measure would be implemented. The **Chairman** responded that there were sufficient waiting areas on both sides of the Ma Wan Fairway, and traffic movements in the area were closely monitored and regulated by the Ma Wan Traffic Control Station along with the dedicated patrol launch.

3.6.9 **Mr. David Ho** inquired and **Mr. K.F. Leung** responded that they were under the pressure of the Government to transport land fill to the development site by sea instead of land, and the potential marine impact of construction traffic would be considered in the Marine Impact Assessment (MIA).

3.6.10 The **Secretary** inquired and **Mr. K.F. Leung** assured that the MIA would look into the cumulative impact brought about by other development projects which might take place concurrently within the area and recommend appropriate mitigation measures.

3.6.11 After the discussion, the Committee supported the proposal.

3.7 POC Paper No. 12/99

Route 9 between Tsing Yi and Cheung Sha Wan – Stonecutters Bridge

3.7.1 **Dr. Colwill** presented the paper and briefed members on the initial alignment and form of the Stonecutters Bridge, as well as the scope of the MIA study and initial findings.

3.7.2 **Mr. Alan Lee** inquired and **Mr. C.H. Hui** responded that the marine

clearance envelope below the bridge would take into account the future growth of the size of containerships, and the current design navigation clearance of 73.5m PD was based on 12,000 TEU container ships.

- 3.7.3 **Capt. Liaw** said that the shipping industry estimated the port traffic to grow at a rate from 8 to 9% a year. **Dr. Colwill** said that his presentation was based on an average growth rate of 4% a year up to 2006, and assured members that the Port and Maritime Board and the concerned parties would be consulted on the port traffic forecasts prior to carrying out sensitivity testing.
- 3.7.4 **Capt. Liaw** asked and **Mr. C.H. Hui** responded that this section of Route 9, which comprised the Stonecutters bridge, would not only provide a direct link between NT East and NWNT/Lantau but also served to connect the road networks at Container Terminals 8 and 9, thereby diverting port traffic away from the local road network within Tsing Yi and Kwai Chung area and providing relief to the Route 3.
- 3.7.5 **Mr. Alan Lee** inquired about the proposed railway network directly linking South China with Kwai Chung. **Mr. C.H. Hui** responded that the bridge would not be designed with a lower deck for railway, but slip roads would be provided around the proposed Port Rail Terminal near CT 8 for cargo dispersion through land traffic.
- 3.7.6 **Mr. Choi** said that the MIA should be based on future traffic structure with the CT9 in place rather than the current traffic situation. **Dr. Colwill** agreed and said though he was currently looking at a 20% increase from the current level he intended to have a number of traffic growths instead of merely one in order to ensure some flexibility in the assessment.
- 3.7.7 **Mr. Pooley** inquired and **Dr. Colwill** responded that the base year of the MIA was 1997 which had an average of 73 daily movements associated with ocean-going vessels proceeding to/from the container terminals, and this would be a good year for forward projection.
- 3.7.8 **The Chairman** asked and **Mr. C.H. Hui** responded that no decision had yet been made as to whether the bridge would be a suspension or cable-stayed design; however, both options were considered viable and competitive. **Mr. C.H. Hui** further said that the Highway Department was considering to organize a design competition for the bridge as one of the options to procure the design of the bridge. **Mr. C.H. Hui** added that the design of the bridge would commence in mid-2002 no matter whether or not there would be a design competition.
- 3.7.9 **The Chairman** asked whether the use of the cantilever method would

minimize the potential marine impact as compared with that of directly lifting deck units from barges. In response, **Dr. Colwill** said the marine impact would be insignificant if deck units were cantilevered in from the sides, but expensive and sophisticated rail system was required to be built. **Mr. C.H. Hui** supplemented that both methods required the closure of the shipping channel while the deck units were being shipped out, and therefore he did not see much benefit to be derived from the cantilever method. In any case, **Mr. C.H. Hui** assured that a series of measures would be devised and implemented to minimize the potential disruptions to marine traffic.

3.7.10 **The Secretary** asked and **Dr. Colwill** responded that the streaming of the first cable would be undertaken by a helicopter in 2006, and would entail the closure of the shipping channel for about one hour.

3.7.11 After the discussion, the Committee supported the proposal on the Stonecutters Bridge.

3.8 POC Paper No. 13/99 Remaining Development in Tung Chung & Tai Ho Comprehensive Feasibility Study (CFS)

3.8.1 **Mr. Marriage** presented the paper and briefed members on the findings of the MIA conducted under the CFS.

3.8.2 **Mr. Pooley** inquired and **Mr. Marriage** responded that it had been recommended that the project-related mitigation measures should be incorporated into the Conditions of Contract. **Mr. Wong** further elaborated stating that Marine Department would be given the opportunity during detailed design stage to stipulate and incorporate Marine Department's requirements into the Particular Specification of the Contract, which would be under the client department i.e. TDD.

3.8.3 **The Chairman** asked and **Mr. Marriage** responded that the contractors should be responsible for ensuring the marine safety in relation to his works, and implementing best practices and operational safety at all times rather than relying on the Marine Department's resources.

3.8.4 **The Chairman** asked and **Mr. T.K. Lam** responded that the project would commence in 2000 for completion in 2011. **Mr. Wong** advised that although the proposed development would be completed by 2011, reclamation would be completed by 2008.

3.8.5 **The Chairman** inquired and **Mr. Marriage** responded that maximum size barges have been recommended to be used and agreed that the restrictions imposed by the airports marine exclusion zone would pose a constraint on the barge size to be used.

- 3.8.6 **Mr. K.M. Lee** inquired and **Mr. Marriage** responded that the fill material would be imported from Pearl River Delta while the spoil would be dumped at a site south of Cheung Chau. **Mr. Marriage** added that the dumping traffic would not necessarily go through the Ma Wan Fairway or Kap Shui Mun Fairway, and the dumping routes should be agreed with the Marine Department.
- 3.8.7 **Mr. K.M. Lee** inquired and **Mr. T.K. Lam** responded that the reclamation contract in Tung Chung Phase 3A development has incorporated the use of public fill as filling material. Public fill would be collected at designated barging points at Sai Ying Pun, Quarry Bay and Tseung Kwan O.
- 3.8.8 After the discussion, the Committee supported the proposal.

4. Any Other Business

- 4.1 The **Chairman** said that an internal exercise would be conducted on 2.7.99 to test out the Marine Department's Contingency Plan on Y2K Problem. If the Contingency Plan was proved to be satisfactory after the exercise, a proper and full-scale drill involving the shipping industry would be carried out in late July, and members would be informed of the details in due course.
- 4.2 With reference to the consultation document on "Proposed Amendments to the Dangerous Goods Ordinance", **Capt. Liaw** said that there were still some areas which were not in line with the IMDG Code. As such, **Capt. Liaw** was concerned that such discrepancies might lead to confusion and possible violation of either the local or international rules. The **Chairman** responded that the Fire Services Department had been delegated by the Security Bureau to standardize the Dangerous Goods Ordinance. As far as the marine legislation was concerned, the **Chairman** said it had always been in compliance with the IMDG Code. **Mr. K.M. Lee** supplemented that the one of the main features of the current review was to bring the provisions for classification, labeling and packaging in line with international standards, thereby avoiding the interface problem between control at sea and control on land. **Mr. K.M. Lee** further said that any comments on the current review, which was drawing to an end, could be conveyed to the Standing Committee on Dangerous Goods chaired by Fire Services Department through the Marine Department.
- 4.3 **Mr. Alan Lee** inquired and the **Chairman** responded that the Marine

Department was responsible for collecting floating refuse and fighting oil spills within the port of Hong Kong, and was an active participant in the ‘Keep Hong Kong Clean’ campaigns and ‘Healthy Living into the 21st Century’. However, in some of the water areas inaccessible by marine craft such as Shing Mun River, gazetted beaches etc., the **Chairman** said that the Marine Department had to count on other departments (e.g. USD, RSD & AFD) for refuse collection.

5. Date of Next Meeting

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

6. Close of Meeting

6.1 The meeting was closed at 5:30 p.m.

Confirmed this day of 1999

Chairman

Secretary