

Minutes of the 33rd POC Meeting

Date : Tuesday, 14 December 1999

Time : 10:30 am

Venue : MD VIP Launch "Tin Hau"

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
Mr. C. Pooley	Member
Mr. Terence L.K. Sit	Member
Mr. Alex Fong	Member
Mr. Neil Russell	Member
Mr. Y.K. Lee	Member
Mr. K.M. Lee	Member
Mr. K.Y. Wong	Secretary

In attendance

Dr. Gordon Ng	ERM
Mr. Henry Collin	ERM
Mr. Edward Wong	AFD
Miss Fiona Lung	PlanD
Mr. Joe Wong	Commissioner for Tourism
Mr. K.C. Chan	MD
Mr. C.K. Yeung	MD
Mr. S.C. Leung	MD
Mr. Francis H.P. Liu	MD
Mr. M.K. Chan	MD

Apologies

Capt. H. E. Liaw	Member
Mr. X. Dong	Member
Mr. Willy Lin	Member

1. Open of Meeting

- 1.1** The **Chairman** welcomed all to the meeting, in particular **Mr. Alex Fong** who attended the meeting for the first time as the representative of the Port and Maritime Board.

2. Confirmation of Minutes of the Last Meeting

- 2.1** The minutes of the 32nd meeting held on 29 June 99 were confirmed subject to the amendment at the **Annex**.

3. New Items

3.1 POC Paper No. 15/99

Establishment of Marine Parks, Marine Reserves and Artificial Reefs

- 3.1.1** Mr. **K.C. Chan** presented the paper and briefed members on the potential marine implications arising from the establishment of marine parks, marine reserves and artificial reefs within Hong Kong waters.
- 3.1.2** In response to the **Chairman's** inquiry, **Mr. Edward Wong** said that the study for the proposed Tung Ping Chau Marine Park had been completed in June this year and a preliminary boundary (a copy of which was tabled at the meeting) of the marine park had recently been circulated to concerned government departments for comments. **Mr. Edward Wong** added that each of the four corners of the rectangular boundary was proposed to be marked by appropriate marker buoys.
- 3.1.3** **Mr. Pooley** inquired and **Mr. Edward Wong** explained that the proposed Tung Ping Chau MP was programmed to be designated in 2001 under the Marine Park Ordinance as stated in Chief Executive's Policy Address this year.
- 3.1.4** The **Chairman** inquired and **Mr. Edward Wong** said that the implementation programme for and the boundary of the proposed MPs at South Lamma and Southwest Lantau were still uncertain, and assured members that their views and comments would be duly solicited in drawing up the boundary of the proposed marine parks.
- 3.1.5** **Mr. K.M. Lee** inquired and **Mr. K.C. Chan** said that the deep-sea route for container vessels en-route to Yantian was about 2 nautical miles away from the western boundary of the proposed Tung Ping Chau MP and hence the potential impact on ocean-going traffic would be minimal.

- 3.1.6 **Mr. David Ho** asked whether there would be arrangements to clean up the rubbish left behind by holidaymakers visiting the Tung Ping Chau. In response, **Mr. Edward Wong** said that as a large part of the Tung Ping Chau Island was designated as a country park, and regular cleaning had already been carried out by the staff of the Agriculture and Fisheries Department (AFD). As for the future Tung Ping Chau Marine Park, he said that a contractor would be employed to clean up coastal litter once or twice a week. Besides, education and clean-up campaigns would be mounted from time to time to arouse the public awareness of cleaning marine parks and protecting marine resources.
- 3.1.7 The **Chairman** noted that the preliminary boundary of the proposed marine parks and marine reserves at South Lamma and Southwest Lantau would affect the existing anchorage areas and the shipping routes for high-speed ferries. In this connection, the **Chairman** said that MD would closely liaise with the AFD in drawing up the boundary of the proposed marine parks and reserves, and asked **Mr. Edward Wong** to consult members again once there were concrete proposals.

3.2 POC Paper No. 18/99 South East New Territories Development Strategy Review

- 3.2.1 **Mr. S.C. Leung** presented the papers and highlighted the possible marine prohibitions and restrictions arising from the establishment of a potential marine park at Port Shelter and a potential large-scale marine conservation area around the coastlines of the Sai Kung Peninsula and its adjacent islands.
- 3.2.2 The **Chairman** expressed concern on the potential impacts arising from the proposal of designating a vast water area at Sai Kung as marine conservation area on recreational and commercial marine activities. **Mr. Pooley** was in doubt of the objective of having this huge conservation area if harmless recreational pursuits were banned therein. In response, **Mr. Edward Wong** explained that a marine park was a large area of sea set aside for conservation and recreation purposes. By comparison, a marine reserve was a smaller area of sea with high conservation value, which was reserved for scientific and educational studies. He admitted that there were a number of prohibitions and restrictions imposed on marine parks and marine reserves. In terms of control, marine reserves would be more stringent than marine parks.
- 3.2.3 In marine parks, **Mr. Edward Wong** said that a number of recreational and commercial marine activities were still allowed as long as they were compatible with the objectives and harmless to the marine environment. For example, in Hoi Ha Wan Marine Park, an anchorage for yachts and small boats had been established in the environmentally non-sensitive area where people could enjoy the nature and coastal sceneries. He pointed out that the provisions in the existing Marine Park regulations allowed a certain degree of flexibility for relaxing the prescribed

prohibitions and restrictions on marine activities, and believed that things could be worked out with concerned users with a view to achieving a Win-Win situation.

- 3.2.4 **Mr. Russell** inquired and **Mr. Edward Wong** said EPD had adopted strict standard of water quality control in the waters at Southeast New Territories for the protection of marine environment, and effluent discharges therein were under strict control.
- 3.2.5 **Mr. Russell** inquired and **Mr. Edward Wong** said that diving activities were allowed within marine parks for coral watching. **Mr. Edward Wong** said that coral reefs and mangrove stands were productive habitats that supported large number of marine species.
- 3.2.6 **Mr. Alex Fong** asked what were the possible impacts arising from the proposed marine conservation area. **Mr. S.C. Leung** said that these potential marine conservation areas, once endorsed, would serve as a reserve for further developments of marine parks and/or marine reserves, thereby constraining the potential for future port-related development therein.
- 3.2.7 The **Chairman** said that Marine Impact Assessment was required to be conducted to address the potential impacts of these proposals. **Mr. S.C. Leung** said that, at the request of MD, the Client Department (i.e. Planning Department) had finally agreed to conduct a marine assessment. **Mr. S.C. Leung** supplemented that he would provide the appointed Consultants with all the key marine issues that had to be addressed in the assessment and the views expressed by members today.
- 3.2.8 **Mr. Alex Fong** said that there were a number of broad issues to be addressed in the assessment from port operators' perspective, and stressed that the Consultants should also appraise the possible economic impact of the proposals. He further said that the impacts identified should be duly quantified and/or qualified, and feasible alternatives should be formulated with a view to achieving the same requirements.
- 3.2.9 **Mr. K.L. Choi** pointed out that the assessment should not overlook that a number of feeder vessels plying between Yantian and Hong Kong would take refuge within the water areas proposed to be designated as marine parks or marine reserves during inclement weather. **Mr. S.C. Leung** noted **Mr. K.L. Choi's** advice.
- 3.2.10 **Mr. Francis Liu** said that the waters at Southeast New Territories were popular for various marine recreational activities such as boat/yacht racing etc. and therefore the proposed marine conservation area should not restrict these kinds of recreational activities. **Mr. Alex Fong** supplemented that the new Leisure Services Department should also be consulted.
- 3.2.11 The **Chairman** opined that the Port Development Committee should

also be consulted in due course, to which **Mr. Alex Fong** agreed.

3.3 POC Paper No. 16/99

Establishment of Prohibited Anchorage Area in Waters south of the Planned Disney International Theme Park in Penny's Bay on Lantau Island

- 3.3.1 **Mr. M.K. Chan** briefed members on the proposal to establish a prohibited anchorage area (PAA) in the waters south of the planned Hong Kong Disneyland and its impacts on existing anchorage areas.
- 3.3.2 **Mr. M.K. Chan** said that the Pilotage Advisory Committee (PAC) had recently endorsed the PAA proposal. **Mr. K.M. Lee** stressed that the support given by the PAC was conditional upon the reprovisioning of the lost anchorage areas as a result of the establishment of the PAA.
- 3.3.3 The **Chairman** inquired and **Mr. Joe Wong** said that the stage 1 PAA would first be implemented for the phase 1 site, and stage 2 PAA would not be required until the phase 2 site was decided to proceed ahead.
- 3.3.4 **Mr. K.M. Lee** inquired and **Mr. Joe Wong** said that the reclamation of the phase 1 site would commence in 2000 for completion in 2002. After the formation of the first site, phase 1 theme park was expected to open in 2005. As for the phase 2 theme park, it was not expected to be operational within ten years from now.
- 3.3.5 **Mr. Pooley** asked whether designated channels would be established for ferries serving the Discovery Bay and Hong Kong Disneyland so as to keep the ferry traffic away from vessels loitering in the area. In response, **Mr. K. M. Lee** said that if the traffic situation warranted such traffic arrangement would be considered. In 1997, there were altogether five fireworks displays. At the last firework show, which took place in the Lunar New Year, **Mr. K.M. Lee** said that only a handful of vessels went out to watch the fireworks display. Since there would be a nightly fireworks display at the Hong Kong Disneyland, **Mr. K.M. Lee** envisaged that the same phenomenon observed at last fireworks display in 1997 would be likely.
- 3.3.6 **Mr. Alex Fong** asked whether there would be difficulty enforcing the PAA. In response, the **Chairman** said that vessel movements in and around PAA would be monitored by radar which could accurately indicate whether or not a vessel was within the boundary of the PAA.
- 3.3.7 **Mr. Alex Fong** asked whether it would be safe for a vessel to travel within the PAA while a fireworks display was taking place at the Hong Kong Disneyland. **Mr. Joe Wong** responded that all fireworks displays were land based and would not shoot over the waters, and therefore marine traffic would not be affected.
- 3.3.8 **Mr. K.M. Lee** said that he did not envisage any problem with the enforcement of the PAA, but was concerned about the loss of the entire

Western Anchorage No.1 and about one-third of Pun Shan Shek Anchorage when stage 2 PAA was implemented.

- 3.3.9 Though the subject anchorages would only be affected ten years later, **Mr. Terence Sit** urged the Government to start planning the reprovisioning of the lost anchorage areas. He added that the provision of anchorage was essential for meeting port needs as well as supporting the development of the port of Hong Kong.
- 3.3.10 **Mr. K.L. Choi** said that he supported the construction of the Lamma breakwater to provide more sheltered space for cargo operations in western harbour. He added that the anchorage area west of Lamma Island would not be suitable for cargo operations due to its exposure to weather, particularly during the southwest monsoon.
- 3.3.11 **Mr. David Ho** expressed concern about the potential increase in navigational risks and rate of accidents brought about by the growth in pleasure craft movements in and around the Kau Yi Chau Dangerous Goods Anchorage and suggested the relocation of the anchorage be considered. The **Chairman** noted **Mr. David Ho's** concern.
- 3.3.12 The **Chairman** said that the proposed Lamma breakwater, originally planned to give protection to the Lantau Port and to create additional sheltered anchorage in the Western harbour, had not been discarded by the Government. In this regard, the **Chairman** opined that the Port and Maritime Board should take this into account by integrating the provision of anchorage in their overall port infrastructural planning. **Mr. Francis Liu** supplemented that the Port Development Strategy Review had a mechanism whereby the requirements for the provision of anchorage would be addressed in the context of planning the overall port infrastructure in Hong Kong.

3.4 POC Paper No. 17/99

The Study on Sustainable Development in Hong Kong for the 21st Century (SUSDEV 21)

- 3.4.1 **Ms Fiona Lung** gave a brief introduction of the SUSDEV 21, which was commissioned in September 1997 by the Planning Department. She said that the objectives of today's presentation were to give members an overview of the preliminary findings of the study, and to solicit their views on the definition of sustainable development, guiding principles and sustainability indicators, decision support tool and institutional review. An eight-minute video was then shown to members followed by a presentation by **Mr. Collin**.
- 3.4.2 **Mr. Rueben Chung** inquired and **Mr. Collin** responded that the application of the CASET (Computer Aided Sustainability Evaluation

Tool) in the Government was still one of the issues under consideration. However, it was envisaged that the CASET would be widely applied across government departments to evaluate the sustainability implications of major policy and project proposals of a strategic nature.

- 3.4.3 **Mr. K.L. Choi** expressed his support for the Government's efforts in addressing the issue of sustainable development in Hong Kong, but was concerned that none of the four economic indicators in the CASET was related to the port of Hong Kong, which contributed around 20% of Hong Kong's GDP. The **Chairman** shared **Mr. K.L. Choi's** view on the lacking of port-related indicators. In response, **Mr. Collin** said that current list of indicators was selected having regard to their flexibility, user-friendliness and importance, and there was a need to keep this list at a manageable level.
- 3.4.4 Though every department wished to have specific indicators devoted to its areas of interest, **Mr. Collin** said that it was difficult to do so because of the practical limitations on total number of indicators, otherwise an exceedingly long list would result. It was also considered that port related indicators would not be regularly triggered while evaluating the sustainability implications of policy and project proposals contemplated by the Government. To address marine issues, there were a number of port related characterization questions programmed into the CASET which linked to relevant indicators; this would allow marine issues to be addressed. Besides, **Mr. Collin** said the "Other Issues" function of the CASET could be used to capture the marine issues of a specific proposal under consideration and would appear in the reporting output of the CASET test.
- 3.4.5 During the process of setting indicators, **Mr. Francis Liu** said that all along the Marine Department considered that there was a need to include specific port-related indicators to address potential marine issue arising from major infrastructure projects; however, the suggestion had not been taken on board by the Consultants who felt that marine issues would not be triggered by a large proportion of the proposals put through the CASET. After a lengthy discussion with the Consultants, **Mr. Francis Liu** said that they eventually agreed to refine the original set of characterization questions and to add new questions focusing on marine safety matters with proper linkages to relevant indicators. **Mr. Francis Liu** added that the Consultants had yet to demonstrate the linkages between the newly added and refined questions and the current set of indicators. **Ms. Fiona Lung** assured that Marine Department would be invited to attend future testing session of the CASET.
- 3.4.6 **Mr. Francis Liu** asked what sorts of elements were built into the CASET to ensure the sustainability of the port while evaluating policy or project initiatives. **Mr. Collin** responded that the CASET was an information management tool to help decision makers to judge the

compatibility of scenarios against a set of indicators, and the system would not in itself trigger indicators pointing to those issues which warranted attention. **Mr. Collin** stressed that the system was dependant upon the user to provide inputs of information as well as to identify possible effects of a proposal under contemplation. **Ms. Fiona Lung** supplemented that particular assessments e.g. Marine Traffic Impact Assessment, Environmental Impact Assessment, Drainage Impact Assessment etc. would be conducted independently before inputting the findings into the CASET for the evaluation of sustainability implications.

- 3.4.7 **Mr. David Ho** asked and **Mr. Collin** said that the current set of indicators was developed upon wide consultation and was considered appropriate for the sustainability issues currently faced by Hong Kong. Over time, **Mr. Collin** said it was intended that additional indicators would be identified to capture new issues that would arise while indicators that were no longer valid would be made redundant.
- 3.4.8 The **Chairman** said that members were welcome to submit their views and comments to the Planning Department before the end of January 2000 when the consultation would expire.

4. Any Other Business

4.1 The Kwai Chung Local Traffic Control Station

- 4.1.1 **Mr. C.K. Yeung** briefed members on the commissioning of the Kwai Chung Local Traffic Control Station (KCCS) situated on the western side of Container Terminal No. 8.
- 4.1.2 **Mr. David Ho** asked and **Mr. C.K. Yeung** said that the KCCS would closely liaise with the Container Terminals, Oil Terminals, Hong Kong Pilots Association and so forth to schedule vessel movements within its service area in a coordinated and safe manner. To regulate local traffic in the area of concern, **Mr. C.K. Yeung** said that a dedicated patrol launch had been deployed to fulfil this function.
- 4.1.3 **Mr. Alex Fong** asked whether the KCCS would raise the efficiency of vessel movements in its service area. In response, the **Chairman** said that it was premature to evaluate the performance of the KCCS in this respect since the station only came into operation for just about a month. However, the **Chairman** said that efficiency indicators might be included to evaluate the overall performance of KCCS. **Mr. K.M. Lee** envisaged that the KCCS would enhance the traffic safety in the Kwai Chung area, particularly when the Container Terminal No. 9 came on stream later.

4.2 Membership Renewal

- 4.2.1 As the current term of membership was drawing to an end, the

Chairman said that the Associations to which members belonged had recently been asked to nominate representatives for the new term commencing on 15 February 2000. The **Chairman** took this opportunity to thank all members for their contributions and support over the past two years.

- 4.2.2 **Mr. K.M. Lee** said that if the Hong Kong Pilots Association (HKPA) was represented on the Port Operations Committee, this would allow the Pilotage Advisory Committee to focus mainly on pilotage matters which fell within its terms of reference, and save the efforts of presenting the same operational matter related to the port to both forums. The Committee supported **Mr. K.M. Lee's** proposal. The **Chairman** instructed the Secretary to invite the HKPA to nominate a representative to sit on the Committee in the new term.

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 1230 hours.

Confirmed this day of 1999

Chairman

Secretary