

Minutes of the 71st Port Operations Committee-Meeting

Date: 25 September 2025 (Thursday)

Venue: 10:00 a.m.

Time: Room A, 24/F, MD Headquarters

Present

Mr. S.F. WONG

Director of Marine, Chair

Mr. Peter, T.C. CHAN

Hong Kong Cargo Vessel Traders' Association (HKCVTA)

Mr. River, K.H. FORK

HK Liner Shipping Association (HKLSA)

Mr. Horace, W.M. LO

HK General Chamber of Commerce's Shipping and Transport Committee (HKGCCSTC)

Mr. T.K. CHEUNG

HK & Kowloon Motor Boats & Tug Boats Association (MBTAL)

Mr. Kelvin, X. KUANG

HK Container Terminal Operators Association (HKCTOA)

Mr. Eddie Y. F. HO

Oil Industry Representative Committee (OIRC)

Mr. Ron, W.L. CHAN

HK Shippers' Council (HKSC)

Mr. Frank, W.H. LAU

Wallem Group (WG)

Mr. Bruce, W.K. CHUN

HK Pilots Association (HKPA)

Mr. Steven, K.H. HUNG

Shun Tak-China Travel Ship Management Ltd. (STCTSML)

Mr. C.M. WONG

Maritime Services Training Institute (MSTI)

Dr. D. YANG

HK Polytechnic University (HKPU)

Mr. Y. ZHONG

Yiu Lian Dockyards Ltd. (YLDL)

Mr. Samson, L.Y. CHENG

Transport and Logistics Bureau (TLB)

Ms. Carmen, K.M. CHAN

Marine Department (MD)

Mr. Rico, P.F. CHAN

Secretary

In attendance

Mr. L.K. LAW

MD

Mr. C.M. CHAU

MD

Mr. J.H. HUANG

MD

Mr. Thomas, C.F. LEUNG

MD

Mr. K.T. POON

MD

Ms. Yan, W.Y. TANG

Notes-taker, MD

Absent with Apologies

Mr. W. H. CHEUNG

Civil Engineering and Development Department

Mr. Jacky, J. JIAO

HK General Chamber of Commerce's Shipping & Transport Committee (HKGCCSTC)

Mr. Simon, D. L. CHENG

1. Opening

1.1 **The Chair** welcomed all to the 71th meeting of the Port Operations Committee (POC).

2. Confirmation of the Minutes of Last Meeting

2.1 As no comments had been received, the minutes of the last meeting held on 26 January 2024 were confirmed without amendments.

3. Matters Arising from the 70th Meeting

3.1 POC Paper No. 1/2024

Use of Alternative Fuels in Hong Kong

3.1.1 **The Chair** informed members that amendments to shipping legislation, designed to facilitate and regulate the use of alternative fuels, had been finalised and would be implemented in January 2025. He thanked members for supporting the use of alternative fuels, in line with the Policy Address to develop Hong Kong into a green maritime fuel bunkering hub.

3.2 POC Paper No. 2/2024

Use of Electronic Certificates for Local Vessels

3.2.1 **The Chair** informed members that amendments to shipping legislation concerning electronic certificates and documents for local vessels have taken effect in July 2024, although paper certificates would still be permitted. Feedback from the industry regarding the use of electronic certificates was positive.

3.3 Marine Traffic Condition in Tsim Sha Tsui East

3.3.1 **The Chair** noted that harbour tour ships had gathered at the Tsim Sha Tsui landing steps to pick up passengers. The Marine Department (MD) has increased routine patrols in this area to regulate marine traffic, particularly on public holidays.

4. New Items

4.1 POC Paper No. 2/2025

Decommissioning of the Hong Kong Differential Global Positioning System (DGPS) Correction Service

4.1.1 **Mr. C.M. CHAU** (MD) briefed members that the Hydrographic Office's Differential Global Positioning System (DGPS) Correction Service would be ceased on 1 January 2027.

4.1.2 As there were no comments from members on this paper, **the Chair** concluded that the Committee endorsed the planned decommissioning of DGPS Service.

4.2 **POC Paper No. 3/2025**
Implementation of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010

4.2.1 **The Chair** informed members that the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (the Convention), if extended and implemented in Hong Kong, would apply to Hong Kong-registered ships and to other ships registered in other places that visit Hong Kong.

4.2.2 **Mr. Thomas, C.F. LEUNG** (MD) gave a presentation on the introduction and implementation of the Convention which was adopted by the International Maritime Organization (IMO).

4.2.3 **The Chair** anticipated that, as an Associated Member of the IMO, Hong Kong would benefit from the application and implementation of the Convention, thereby enhancing its positive image and the reputation of Hong Kong as an international maritime centre.

4.2.4 **Mr. C.M. WONG** (MSTI) inquired about the timeline for the implementation of the Convention. **Mr. Thomas, C.F. LEUNG** (MD) indicated that the Convention is anticipated to come into effect in 2027 at the earliest, subject to the ratification process. While it is the existing practice to align the implementation in Hong Kong with the international timeline, the exact timing would depend on various factors, including the local legislative process. **Mr. J.H. Huang** (MD) added that the timeline would depend on the date on which the Convention is extended by the Central People's Government. MD's goal is to complete the legislation by the time the Convention comes into force.

4.2.5 **Mr. T.K. CHEUNG** (MBTAL) inquired whether the Convention intends to apply to local vessels. **Mr. J.H. HUANG** (MD) clarified that the term 'ship' is defined in the Convention as "any seagoing vessel and seaborne craft, of any type whatsoever". **The Chair** supplemented that the intention is to implement the Convention in accordance with its provisions. He added that there is currently no plan to extend the application of the Convention to local vessels beyond what is required. However, if the local industry requires such an extension in the future, consultation with local stakeholders would be considered.

4.2.6 **Mr. River K.H. FORK** (HKLSA) inquired how the container shipping companies could cooperate with MD to report the data in the event that the quantity of hazardous and noxious substances (HNS) transported exceeds the reporting threshold. **Mr. Thomas, C.F. LEUNG** (MD) explained that "contributing cargo" refers to bulk HNS. Packaged HNS, such as dangerous goods containers, are not transported in bulk and are therefore not considered as "contributing cargo" and are not subject to reporting under the Convention. Preliminarily, MD would identify the potential HNS receivers in Hong Kong and contact them individually. **Mr. River K.H. FORK** (HKLSA) also inquired whether a new certificate is required for container ships. **Mr. Thomas, C.F. LEUNG** (MD) clarified that, after the Convention enters into force globally, applicable ships registered in a State Party and actually carrying HNS will be required to carry on board the compulsory insurance certificate, which attests that insurance or other financial security is in force in accordance with the Convention. In addition, each State Party of the Convention will ensure that the respective insurance or other security is in force in respect of any applicable ship, wherever registered, when entering or leaving a port in its territory, or when arriving at or leaving an offshore facility in its territorial sea.

4.2.7 **Mr. Eddie H.F. HO** inquired how the contribution would be calculated. **Mr. Thomas, C.F. LEUNG** (MD) explained that, upon the Convention's entry into force, contributions would be levied on persons in States Parties who have received contributing cargo following sea transport in quantities exceeding the thresholds set by the Convention. For each contributor, the levies would be in proportion to the quantities of HNS received by that person each year. The contributions to finance the HNS Fund's compensation payments would be made post-event, i.e. levies would only be due after an HNS incident giving rise to claims on the HNS Fund. Levies might be spread over several years in the case of a major incident.

4.2.8 As there were no further comments from members on this paper, **the Chair** supplemented that MD would continue the work in relation to the Convention.

4.3 **POC Paper No. 4/2025**
Rearrangement of Anchorages in Kellett Bank and Adjacent Waters of Lamma Island and Other Optimizing Measures

4.3.1 **The Chair** informed members that in line with the aims of the Policy Address and Action Plan on green maritime fuel bunkering to develop Hong Kong into a green maritime centre, MD conducted a reassessment of the port facility layout and made adjustment to the anchorage arrangements. This would support the long-term development of green maritime fuel bunkering in Hong Kong.

4.3.2 **Mr. K.T. POON** (MD) gave a brief presentation on the MD's proposals, which included the layout of the port facility at Kellett Bank and to the south of Lamma Island. The proposals also included allowing operators of green marine fuel bunkering services to use the five government mooring buoys (GMBs) in Kellett Bank at concessionary buoy dues, the relocation of private mooring facilities for oil carriers, and the updating of existing maritime legislation.

4.3.3 **The Chair** informed members that MD had made some adjustments to the proposed layout during the consultations with local industries.

4.3.4 **Mr. River K.H. FORK** (HKLSA) asked about the low utilisation of the inner anchorages. He asked whether the current review would consider increasing the length restriction for container ships in the Western Anchorages from 350 metres to 400 metres, in order to encourage greater usage by the shipping industry for crew changes and ship supplies. This is important given that vessels over 350 metres must anchor south of Lamma Island, which is far away and subject to adverse weather conditions.

4.3.5 **Mr. K.T. POON** (MD) indicated that, due to water depth restrictions, the Western Anchorages are not suitable for vessels over 350 metres long. The current review did not include provisions for larger vessels, as it adhered to the existing berthing guidelines requirements.

4.3.6 **Mr. L.K. LAW** (MD) added that additional anchorage capacity would be established mainly in the southern part of Hong Kong waters in order to enhance services for ocean-going vessels. He clarified that the restriction on vessel length for inner anchorages was outside the scope of this paper, and that the length restriction in those anchorages could be discussed on other occasions.

4.3.7 **Mr. Steven K.H. HUNG** (STCTSML) is concerned that the proposed Hei Ling Chau Dangerous Goods Anchorage is too close to both the Adamasta Channel and the West Lamma Fairway. An increase in traffic from the anchorage could impact the safe passage of high-speed ferries through these channels. He also informed that sea trial of the high-speed ferries may also be affected by the proposed anchorage at the west of Lamma Island. He therefore suggested that the potential impact on nearby fairways should be assessed after the implementation of the anchorage.

4.3.8 **Mr. K.T. POON** (MD) explained that MD had studied traffic conditions in the area and anticipated that the utilisation of Hei Ling Chau Dangerous Goods Anchorage would not be high due its specific purpose. It was believed that impacts on the fairways would be minimal.

4.3.9 **Mr. Steven K.H. HUNG** (STCTSML) was concerned that the boundaries of the Hong Kong–Macao Ferry Terminal (HKMFT) and China Ferry Terminal (CFT) might change as a result of the update to existing maritime legislation.

4.3.10 **Mr. K.T. POON** (MD) responded that the boundaries of the MFT and CFT would not be affected by the current legislative amendments.

4.3.11 As there were no further comments from members on this paper, **the Chair** thanked the members for their support and concluded that the paper had been approved. The legislation and update of the port facility layout would be carried out once consultation with the ferry industry is completed.

5. Date of Next Meeting

The date of next meeting would be announced in due course.

6. Closing

There being no other business, the meeting adjourned at 11:15 am.

The minutes of the meeting were confirmed on _____.