

## PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/29 (15)

### Minutes of a meeting of the Pilotage Advisory Committee

Date : 23 February 2001

Place: Conference Room A, Marine Department HQs

Time: 11:00 a.m.

#### Present

Chairman :	Mr. TSANG Man-ching	Deputy Director of Marine
Member :	Capt. CHEUNG Hon-ye	Representing HK Ship Owners Association
	Mr. Steve CHOR Yee-on	Master Mariner
	Mr. KONG Cheuk-kwan	Representing Dockyard Industry
	Mr. Francis LAI Moon-sheung	Representing the Container Terminal Operators
	Capt. LEE Tai-kuen	Representing H. K. Liner Shipping Association
	Mr. PANG Kim-wing	Representing the Hong Kong Pilots Association
	Mr. SIU Wai-lim	ditto
	Capt. Duncan Telfer	Master Mariner
	Capt. WU Ka-shun	Representing Tug Operators
	Mr. LEE Ka-mo	Representing Marine Department
	Mr. CHUNG Siu-man	ditto
	Mr. FAN Wai-biu	ditto
Secretary :	Mr. Victor NG	Marine Department

#### Presentation of Papers

Paper 1/2001:	Mr. CHAN Ming-kwong	Marine Department
Paper 3/00 :	Mr. LAM Wai-ming	Marine Department

#### In Attendance

Mr. Peter CHEUNG	Wallem Shipping (HK) Ltd
Mr. SHUM Yum-pui	HK Pilots Association Ltd.
Mr. CHAN Shiu-hoi	ditto
Mr. SHAM Yiu-tong	ditto
Mr. SO Ying-kit	ditto
Mr. Phileas Y. C. FONG	The Hongkong Salvage & Towage Co Ltd.
Mr. Terence SIT	Shipping Agents/HKGCC
Mr. CHUNG Chi-ning	Marine Department

#### Absent with Apologies

Mr. CHUI Hing-cheung	Representing Oil Terminal Operators
Capt. FENG Lei	Representing Break Bulk Cargo Operators
Mr. Richard Lancaster	Representing Dry Bulk Cargo Operators
Capt. Alan Loynd	Master Mariner

## **I INTRODUCTION**

- M1705 1. The Chairman welcomed all members and introduced the following new members: -
- Mr. Francis LAI Moon-seung representing container terminal operators
  - Mr. PANG Kim-wing representing HKPA
  - Mr. SIU Wai-lim representing HKPA
  - Mr. CHUNG Siu-man, GM/VTS of Marine Department

## **II CONFIRMATION OF MINUTES OF THE LAST MEETING**

- M1706 2. No comments were received from members and the minutes of last meeting were confirmed.

## **III INTERVIEW OF APPRENTICE PILOT**

- M1707 3. Mr. SHUM Yum-pui briefed members of the background of the applicant, Mr. PANG Man-shan and Mr. PANG was then introduced for the interview. Members were satisfied with his qualification, ship handling experience and employment history and agreed to recommend him to the Pilotage Authority for registration as an apprentice pilot subject to his passing of a medical examination.
- (Post meeting notes: Mr. PANG passed the medical examination and had registered as an apprentice pilot.)

## **IV PRESENTATION OF PAPERS**

### ***Paper No. 1/2001 "Replacement/Upgrading of Hong Kong Vessel Traffic Services (VTS) System"***

- M1708 4. Mr. CHAN Ming-kwong of MD introduced the paper. The present VTS system was commissioned in 1989. Since the majority of the VTS equipment was about to reach the end of their lifespan, the present VTS system would be replaced/upgraded. The new VTS system would employ state-of-the-art technology to ensure that marine traffic in Hong Kong would continue to be controlled and monitored in a safe and efficient way. Mr. CHAN then outlined the new VTS system and its components, with particular emphasis on the Radar subsystem, Automatic Identification of Ships subsystem, VHF Radio Communication subsystem and Closed Circuit TV (CCTV) subsystem. The replacement/upgrading project would be implemented in two phases. The first phase involved replacement/upgrading of equipment in VTC and it would take place within this year whereas equipment at the remote sites would be replaced/upgraded in the second phase, which was scheduled to take place in 2002.
5. Mr. LEE Ka-mo supplemented that in fact this Committee had already been consulted on

this project some years ago. Regarding upgrading of the radar system, Mr. LEE mentioned that the radar turning units at KAU Yi Chau would also be upgraded such that they could withstand strong wind of up to 200 km/h. At present, all radar turning units except those at East Lantau and the Vessel Traffic Centre would have to be turned off at times of typhoon signal no. 10 because they were unable to withstand such strong wind. With the upgrading of radar turning units at Kau Yi Chau, the Department would be better equipped to keep track of the marine traffic both within the Victoria Harbour and in the vicinity of the Western Anchorage even under exceptionally stormy weather. Besides, Mr. LEE informed members that the VTC would move from its present location to 4/F, Outer Pier of Macau Ferry Terminal in the mid-night of 24.2.2001 and there might be some minor disruptions to its service over a couple of hours.

6. Mr. CHAN Shui-hoi enquired about the ability of the new system in tracking fast moving targets and its handling capacity. Mr. CHAN Ming-kwong replied that the new system could in theory keep track of targets moving at a speed of up to 70 knots. Mr. LEE Ka-mo added that the handling capacity of the new system was about tenfold of the existing one and it could handle 4000 targets at the same time.
7. Mr. Phileas Y.C. FONG asked if all the CCTV cameras would be equipped with night vision image intensifiers. In response, Mr. LEE Ka-mo said that only the CCTVs at Waglan Island and Ma Wan would be so equipped because of cost consideration.

**V. MATTERS ARISING FROM PREVIOUS MINUTES**

***Report of Working Group Meeting held on 23.1.2001 about Tugage Exemption for M. T. Sunrise Lily***

- M1709 8. Mr. CHUNG Siu-man reported that last year the Department received an application for tugage exemption when berthing/unberthing at Sha Chau Oil Terminal from the shipping company of "Sunrise Lily". Having considered details of the case, this Committee agreed to reduce the tugage requirement to one Grade II tug. After about one year's operation, the shipping company of "Sunrise Lily" applied for total tugage exemption again. The application was considered by the Working Group on 23.1.2001 and it was concluded that one Grade II tug was already the minimum requirement after considering factors such as the surrounding environment, terminal construction, weather conditions at the Terminal and the maneuverability of the vessel. The decision of the Working Group had been conveyed to the concerned shipping company and so far the Department had not received any response. So presumably the shipping company had accepted the Working Group's decision.

## **VI. ANY OTHER BUSINESS**

### **(i) *Presentation of Proposals Set out in PAC Paper No. 3/00 “Proposed Traffic Arrangements to Enhance Navigation Safety at Ma Wan (MW) and Kap Shui Mun (KSM) Fairways”***

M1710 9. The Chairman said that the above-mentioned PAC Paper had been circulated and endorsed by members last year. Nevertheless, he considered it desirable to take this opportunity to conduct a presentation for members in order to clear some doubts they might have. The Chairman then invited Mr. LAM Wai-ming of MD to brief members of the Paper. Mr. LAM informed members that the KSM Fairway had been identified as one of the areas that had a comparatively higher accident rate. It was therefore necessary to reduce the amount of traffic and head-on encounters in KSM Fairway by diverting some traffic to MW Fairway in order to enhance navigation safety. He then briefed members of the details of the 3 options available. Option 3 was recommended because its traffic pattern was fully compatible with those of the adjoining waterways and the volume of traffic of KSM Fairway would be significantly reduced as a result. With the operation of Ma Wan Traffic Control Station and a dedicated patrol boat, MW Fairway should be able to accommodate the increased traffic. Mr. LAM further told members that the relevant regulation was being amended and the proposed arrangement would be implemented by the end of this year. Mr. LEE Ka-mo added that one more patrol launch would be deployed to the scene at the initial stages of implementation of the new traffic arrangement. Mr. SIU Wai-lim enquired if there would be any trial period for the proposed arrangement. Mr. LEE Ka-mo replied in the negative but reassured members that there would be a grace period instead.

### **(ii) *Report of Board of Discipline No. 1/2000 held on 21.12.2000***

M1711 10. Mr. CHUNG Siu-man informed members about the background of the Board hearing. A vessel collided with a Green Island buoy in October 2000. Having gone through the radar recording, the VHF conversation between the pilot and VTC and other factors, the Board came to the conclusion that there was negligence on the part of the concerned pilot. A warning in writing was issued and entered into his record and such warning would be removed 12 months after its entry in accordance with the Pilotage Ordinance.

11. The Chairman thanked Mr. CHOR Yee-on, ex-PAC member Mr. LAM Tsan-wa and Mr. CHUNG Siu-man for serving as Board members.

### **(iii) *Proposed Berthing Guideline Amendments for Government Mooring Buoys (P.13 of 81) and Sha Chau Oil Terminal (P.57 of 81)***

M1712 12. Mr. CHUNG Chi-ning briefed members of the proposed amendments. The proposed

amendment for government mooring buoys was due to relocation/removal of some buoys and changes in their depth. As for the amendment for Sha Chau Oil Terminal, it represented essentially a relaxation in draft limit. Members unanimously endorsed the proposed amendments.

**(iv) *Tug Attendance Point off Kwai Chung Container Terminal***

- M1713 13. Capt. LEE Tai-kuen raised that HKPA recently requested to move the tug attendance point off Kwai Chung Container Terminal further to the south. This might lead to an increase in tuggage fee and so he suggested convening a Working Group meeting to address the issue. The Chairman agreed to the suggestion and pointed out that the Working Group meeting would provide a good opportunity for all relevant parties to exchange views and thrash out differences. Mr. CHUNG Siu-man added that some other issues, eg., those involving terminal operation, might also be discussed in the Working Group meeting.

**VI. DATE OF NEXT MEETING**

- M1714 14. There being no other business, the meeting ended at 12:15 pm. The date of next meeting would be announced in due course.