



Pilotage Advisory Committee

Ref. : HQ/COM 928/19 (4)

Minutes of Working Group meeting of the Pilotage Advisory Committee

Date : 25 April 2001
Place: Conference Room A, 24/F, Harbour Building
Time: 2:30 p.m.

Present

Chairman :	Mr. CHUNG Siu-man	General Manager/Vessel Traffic Services
Members :	Mr. Steve CHOR Yee-on	Representing Master Mariner with experience in Shipping Industry in HK
	Mr. Francis LAI Moon-seung	Representing Container Terminal Operators
	Capt. LEE Tai-kuen	Representing HK Liner Shipping Association
	Capt. Alan Loynd	Representing Master Mariner with command experience
	Mr. PANG Kim-wing	Representing HK Pilots Association
	Mr. SIU Wai-lim	ditto
	Capt. WU Ka-shun	Representing Tug Operators
Secretary :	Mr. Victor NG	ADS/C&G

In attendance	Capt. CHAN Lok-ching	Orient Overseas Container Line Ltd
	Mr. CHAN Shui-hoi	HK Pilots Association Ltd
	Mr. SHUM Yum-pui	ditto
	Mr. KEUNG Yiu-hung	Maersk (HK) Ltd
	Mr. HO Wing-wah	ditto
	Mr. YEUNG Chung-kwong	SMO/VTC
	Mr. CHUNG Chi-ning	MO/Pilotage

Absent with Apologies

	Mr. Peter CHEUNG	Wallem Shipping (HK) Ltd
	Capt. CHEUNG Hon-ye	HK Shipowners Association

I Introduction

1. The Chairman thanked all members for attending the meeting.

II Confirmation of Minutes of Last Meeting

2. The minutes were confirmed subject to one proposed amendment from the HKPA about the sliding scale of minimum clearance at berth. The scale should be as follows:-

<u>Ship Length</u>	<u>Minimum Clearance F/A (each end)</u>
300 m	25 m (no exemption)
200 m but < 300 m	20 m if certain conditions are met
< 200 m	15 m if certain conditions are met

III Discussion of PAC Working Group Papers

PAC WG Paper No. 5/2001 Part I “Minimum clearance between Vessels at Berth in Kwai Chung Container Port”

3. Mr. CHUNG Chi-ning reported that he had sent e-mails to several ports in Asia and Europe regarding the subject of minimum clearance at berth. However, only one reply was received. Besides, it was also a bit too general (15 to 40 m for a 5,000 TEU container vessel) and therefore not very useful. On the other hand, Capt. LEE Tai-kuen told members that he had got some information about Pusan and ports in Japan. He said that the minimum clearance at Pusan was 25 m for all vessels while the normal clearance in ports of Japan was 30 m, though 25 m might still be accepted subject to certain conditions.
4. Mr. SIU Wai-lim said that when proposing the sliding scale, HKPA had already seriously considered the aspects of port safety and efficiency. He stressed that 15 m would be the absolute minimum clearance. He added that for “wedge in” situations, an effective back spring was required. Extra tugs and perhaps a few metres more clearance would be required at times of adverse weather conditions (eg., typhoons and foggy weather etc).
5. The Chairman reminded members that the minimum clearance being discussed applied to berths which did not have similar provisions in the corresponding guidelines only. As most ships using the berths at Kwai Chung had lengths between 200 m and 300 m, their minimum clearance at berth would be 20 m if HKPA’s proposed scale was adopted. This was still lower than the requirements of Pusan and ports of Japan according to

the information provided by Capt. LEE Tai-kuen at para. 3 above.

6. Mr. Alan Loynd pointed out that the proposed scale had relaxed the minimum clearance requirement. He had some worries but given the fact that the pilots could always exercise their discretion in the course of piloting ships, he supported HKPA's proposal.
7. Mr. Francis LAI pointed out that he also agreed to accord top priority to port safety in drawing up the berthing guidelines. Having said that, he asked if there was room for further reduction of clearance at berth. Besides, he wished that HKPA would not strictly stick to the guidelines as there should be some flexibility depending on actual situations. In response, Mr. PANG Kim-wing said that the duty pilots would handle borderline cases with flexibility.
8. The Chairman asked whether the clearance at berth could be reduced if there was a vacant berth on the other side. Mr. PANG Kim-wing replied that reduction of 5 m would be possible but in no event could the clearance be reduced to below 15 m.
9. Regarding the way forward, the Chairman said that draft guidelines would be drawn up on the basis of views of members. The draft guidelines would then be passed to members of this Working Group again for further comment before seeking endorsement of the Pilotage Advisory Committee. The new guidelines would be subject to review in the light of operating experience.

PAC WG Paper No. 5/2001 Part II "Tug Escort from Green Island"

10. The Chairman said that the relevant guidelines were drawn up in 1986. Since then, there had been many changes and so he would like to seek general comment of members on this subject. He added that he had no intention to make a final decision in this meeting.
11. Mr. WU Ka-shun enquired about the impact of the Container Terminal 9 Project and Stonecutter Islands Bridge Project on the subject. In response, the Chairman said that these two projects did not have much relevance here as the concerned areas were already close to the tug rendezvous position off Kwai Chung Basin.

12. Mr. Alan Loynd commented that as the pilot boarding station had been moved to Round Island, perhaps the tug escort for oil tankers should also commence from the same place. On the other hand, some members held different views. Members then had a discussion about whether driving small local crafts away was one duty of the tugs. Mr. PANG Kim-wing undertook to collect views of pilots for consideration of members. In the circumstances, the Chairman concluded that this issue would be considered later when more information was available.

IV AOB

13. Members enquired about the plan for dredging of Northern Fairway and the Kwai Chung Basin. The Chairman replied that they would be dredged by the end of this year and in 2004 respectively. There being no other business, the meeting ended at 4:15 pm.