

PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/29 (16)

Minutes of a meeting of the Pilotage Advisory Committee

Date : 23 October 2001

Place: Conference Room A, Marine Department HQs

Time: 2:30 a.m.

Present

Chairman :	Mr. TSANG Man-ching	Deputy Director of Marine
Member :	Mr. Steve CHOR Yee-on	Master Mariner
	Mr. Francis LAI Moon-sheung	Representing the Container Terminal Operators
	Capt. LEE Tai-kuen	Representing H. K. Liner Shipping Association
	Capt. Alan Loynd	Master Mariner
	Mr. PANG Kim-wing	Representing the Hong Kong Pilots Association
	Capt. Duncan Telfer	Master Mariner
	Capt. WU Ka-shun	Representing Tug Operators
	Mr. LEE Ka-mo	Representing Marine Department
	Mr. Raymond CHUNG	ditto
	Mr. FAN Wai-biu	ditto
Secretary :	Mr. Victor NG	Marine Department

Presentation of

Digital Tidal Stream Atlas	Mr. CHAU Chun-ming	AH/C3
Paper No. 2/2001	Mr. J. S. Park	Main Contractor of CT9 Hyundai-CCECC-JV
Paper No. 4& 6/2001	Mr. YEUNG Chung-kwong	SMO/VTC
Paper No. 5/2001	Mr. CHUNG Chi-ning	MO/Pilotage

In Attendance

Capt. CHAN Lok-ching	on behalf of Capt. CHEUNG Hon-ye
Mr. Frank LAM	on behalf of Mr. Richard Lancaster
Mr. SHUM Yum-pui	HK Pilots Association Ltd.
Mr. CHAN Shiu-hoi	ditto
Mr. SHAM Yiu-tong	ditto
Mr. SO Ying-kit	ditto
Mr. KONG Cheuk-kwan	The HK United Dockyards Ltd
Mr. LI Pok-yan	Yiu Lian Dockyards Ltd
Mr. Terence SIT	Shipping Agents / HKGCC
Mr. YEUNG Chung-kwong	SMO/VTC
Mr. CHAN Kwong-chun	SMO/P&D(2)
Mr. CHUNG Chi-ning	MO/Pilotage

Absent with apologies

Capt. CHEUNG Hon-ye	Representing HK Shipowners Association
Mr. CHUI Hing-cheung	Representing Oil Terminal Operators
Capt. FENG Lei	Representing Break Bulk Cargo Operators
Mr. Richard LANCASTER	Representing Dry Bulk Cargo Operators
Mr. SIU Wai-lim	Representing HK Pilots Association Ltd

I INTRODUCTION

- M1715 1. The Chairman welcomed all to the meeting and introduced -
- Capt. CHAN Lok-ching attending this meeting on behalf of Capt. CHEUNG Hon-ye
 - Mr. Frank LAM attending this meeting on behalf of Mr. Richard Lancaster
 - Mr. LI Pok-yan of Yiu Lian Dockyards Ltd. attending this meeting for the first time

II CONFIRMATION OF MINUTES OF THE LAST MEETING

- M1716 2. No comments were received from members and the minutes of last meeting were confirmed.

III INTERVIEW OF APPRENTICE PILOT

- M1717 3. Mr. HAW Wai-ming briefed members of his own background. 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. HAW passed the medical examination and had registered as an apprentice pilot.)

IV PRESENTATION OF THE DIGITAL TIDAL STREAM ATLAS (DTSA)

- M1718 4. Mr. CHAU Chun-ming of MD briefed members of the background of the system. The project was started in late 1999 by the Civil Engineering Department (CED) with the advice and assistance of the Hydrographic Office of MD. It covered tidal analysis on 4,200 locations in Hong Kong waters and so it was very helpful for surface navigation, port management, search and rescue operation and other planning works. The main functions of the system included tidal current animation, drogue track animation and tidal current/ tidal level predictions at a specific location.
5. Members found the DTSA very useful. In response to members' enquiries, Mr. CHAU said that CED was still considering the selling price of the full system. Yet MD was prepared to upload the tidal stream information for the next 7 days on its web site. A CD-ROM containing the tidal stream information for each year would also be available at chart sales outlets in future. The tidal stream information would be updated regularly to take into account of changes in coastline.

V PRESENTATION OF PAPERS

- (i) *PAC Paper No. 2/2001 "Proposed Dredging Plan for the Rambler Channel & the Northern Fairway --- Container Terminal 9 Development"*

M1719 6. Mr. J. S. PARK of Hyundai-CCECC Joint Venture, the main contractor of CT9 Development Project, gave a brief account of the Project with particular emphasis on the dredging of the Rambler Channel and Northern Fairway. As the marine traffic in Rambler Channel was very busy, Trailing Suction Hopper Dredgers (TSHD) would be used in order to minimize traffic disruption where possible. In the northern part of the Rambler Channel, stationary grab dredger would be used because of the submarine outfall there. In response to the enquiries of Capt. WU Ka-shun and Capt. Alan Loynd, Mr. CHAN Kwong-chun replied that a clearance of 650 m would be available for container vessels berthing at Kwai Chung during most of the time of the construction period. Mr. YEUNG Chung-kwong added that the dredging would be carried out in phases to keep the disruption to the minimum. Having said that, Mr. LEE Ka-mo and Mr. Raymond CHUNG told members that through traffic under the bridge might be affected by the dredging works. Mr. PANG Kim-wing remarked that one more tug would be necessary for berthing at KC5. The Chairman concluded that the Department would liaise and work closely with the contractor and keep all parties informed of the traffic arrangement in details.

(ii) *PAC Paper No. 3/2001 "Proposed Marine Parks at Southwest Lantau and Soko Islands"*

M1720 7. The Chairman said that the Paper was mainly intended for members' circulation and information. Members were welcome to send their views, if any, to the Secretary after the meeting.

(iii) *PAC Paper No. 4/2001 "Relocation of Urmston Road Pilot Boarding Station"*

M1721 8. Mr. YEUNG Chung-kwong of MD introduced the Paper. MD had examined the cause of 6 recent accidents in Urmston Road and came to the conclusion that these accidents could have been avoided if the pilotage service between HK and Shekou could hand over directly to each other. This conclusion was agreed by the Shekou Traffic Control Centre, Shekou Pilotage Authority and HKPA. To achieve direct handing over of pilotage service, the existing pilot boarding station in Urmston Road would have to be moved about 1.5 nautical miles to the north. Capt. LEE Tai-kuen and Capt. Alan Loynd supported the proposal as it would help improve navigational safety. Mr. LEE Ka-mo supplemented that the Department was also considering other measures to manage the transit vessels and the Department would liaise with the shipping agents in due course. Mr. SHUM Yum-pui told members that HKPA proposed to charge an additional pilotage due of \$700 because of the additional resources required. Regarding this point, Capt. LEE Tai-kuen opined that perhaps HKPA should have a thorough discussion with the port users on its proposal. Finally, members endorsed the Paper and HKPA agreed that it would negotiate with port

users on its proposal of pilotage due revision.

(iv) ***PAC Paper No. 5/2001 “Compulsory Pilotage Exemption between Ngan Chau Pilot Boarding Station and South Lamma Anchorages for Outbound Vessels”***

M1722 9. Mr. CHUNG-chi-ning of MD presented the Paper. At present, a vessel was subject to compulsory pilotage when proceeding from Ngan Chau Pilot Boarding Station to anchor at the South Lamma Anchorages (SLA). A tug was required for providing a lee for the pilot to safely disembark at the SLA as well as to swing the vessel if the anchorage was congested. On the other hand, pilotage was not required if a vessel proceeded from Ngan Chau directly to the sea or if an inbound vessel proceeded to SLA and anchored there. So far the unpiloted trips had proven to be safe and therefore lend support to the proposal of exempting pilotage between Ngan Chau Pilot Boarding Station and SLA for outbound vessels. Capt. Alan Loynd expressed reservation on the proposal as he thought that this might have a negative effect on navigational safety. In response, Mr. LEE Ka-mo said that both port safety and port efficiency were main concerns of the Department. He reassured members that the Department would consider each exemption application carefully on a case by case basis. Exemption would only be granted when the marine traffic was not busy and the SLA was not congested.

(v) ***PAC Paper No. 6/2001 “Pilotage Exemption for Vessels of 1000 Gross Tonnage or over Proceeding to and from Kwai Chung Container Terminals”***

M1723 10. Mr. YEUNG Chung-kwong introduced the Paper. The existing legislation required vessels over 1000 GT proceeding to and from Kwai Chung Container Terminals to engage pilotage service. This decision was made in 1984. At that time, the GT of river trade vessels (RTVs) was about 300 only and so there was no need to consider the relevance of Pilotage Ordinance to this class of vessels. Now the GT of these vessels has increased gradually over time. Having considered all relevant factors (eg., local knowledge of the master, assistance offered by Kwai Chung Local Control Station and mode of operation of these vessels etc), it was proposed to exempt these vessels, which were not carrying dangerous goods in bulk, from compulsory pilotage while proceeding to and from any container terminals.

11. In response to Capt. Alan Loynd’s enquiry, Mr. YEUNG told members that the number of accident involving RTVs within Kwai Chung Basin in 2000 was one only. Mr. LEE Ka-mo supplemented that the Department would carefully assess the local knowledge of masters before granting exemption. Besides, a review would be carried out by the Department in

the light of practical experience. Capt. WU Ka-shun raised that the traffic condition near the terminals would get even worse when the CT9 Project was in full swing. Regarding this point, Mr. YEUNG said that VTC would progressively introduce traffic management measures and RTVs in future would be required to get permission before entering or leaving the Kwai Chung Basin.

12. Mr. PANG Kim-wing pointed out that HKPA had no objection to the proposal if the exemption was applicable to RTVs having tonnage of less than 2000. Mr. SHUM Yum-pui added that HKPA had means to accommodate the operation mode of RTVs if they were not exempted from the Pilotage Ordinance. After some more discussion, the Paper was endorsed.

VI. MATTERS ARISING FROM PREVIOUS MINUTES

Tug Attendance Point Off Kwai Chung Container Terminal

- M1724 13. Mr. Raymond CHUNG reported that this issue was discussed in the Working Group Meeting held on 9.3.2001. It was agreed that the tug attendance point should be moved to the Western Quarantine Buoy and this arrangement had been in place.

VII. ANY OTHER BUSINESS

(i) Report of Board of Discipline Cases

- M1725 14. Mr. CHUNG Chi-ning gave a brief account of the 3 Board of Discipline cases handled by the Department. All 3 pilots were found to be negligent and were punished accordingly. The Chairman thanked members Capt. Duncan Telfer, Capt. Alan Loynd, Mr. PANG Kim-wing and Mr. SIU Wai-lim for serving on the Boards.

(ii) Proposed Berthing Guideline Amendment – Lamma Power Station North and South Wharf

- M1726 15. Mr. CHUNG Chi-ning told members that HKPA was still discussing the issue with the electrical companies and a consensus had yet been reached.

VIII. DATE OF NEXT MEETING

- M1727 16. There being no other business, the meeting ended at 5:00 pm. The date of next meeting would be announced in due course.