



Pilotage Advisory Committee

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

Minutes of Working Group Meeting

Date : 20 February 2002

Venue: Conference Room A, 24/F, Harbour Building

Time: 10:00 a.m.

Present

Chairman :	Mr. SIN Tak-cheung	GM/VTS, Marine Department
Members :	Capt. Alan Loynd	Master Mariner with Command Experience
	Capt. LEE Tai-kuen	Representing HK Liner Association
	Capt. WU Ka-shun	Representing Tug Operators
	Capt. CHEUNG Hon-ye	Representing HK Shipowners Association
	Mr. PANG Kim-wing	Representing HK Pilots Association
	Mr. SIU Wai-lim	- ditto -
	Mr. LI Pok-yan	Representing Dockyard Industry
Secretary :	Mr. Ernest LAM	ADS/C&G, Marine Department

In attendance

Mr. Terence L K SIT	Jardine Shipping Agencies
Mr. CHAN Shui-hoi	HK Pilots Association
Mr. LAM Chee-kin	- ditto -
Mr. YEUNG Chung-kwong	SMO/VTC, Marine Department
Mr. CHUNG Chi-ning	MO/Pilotage, Marine Department

Absent with Apologies

Mr. Francis M S LAI	Representing Container Operators
Mr. FENG Lei	Representing Break Bulk Cargo Operators
Mr. SHUM Yum-pui	HK Pilots Association

I. Confirmation of Minutes of Last Meeting

1. The minutes of the last meeting were confirmed.

II. Matters Arising from Previous Minutes

(i) Tug Escort from Green Island

2. Mr. LAM Chee-kin said that the purpose of requiring an escort tug for a large inbound vessel not fitted with a bow thruster was to provide assistance to the vessel in case it encountered steering difficulty before arriving at the terminal, as the berthing tug was only available at the CRC Wharf. It could also help maintain the position of the vessel near WQA if there was a delay of the departure vessel from Kwai Chung, or a sudden change in the berthing schedule. However, following the establishment of the Kwai Chung Traffic Control Station and relocation of the pilot station to Round Island, there was much better coordination among the various parties and more time for the re-scheduling of the berthing at the terminals. The use of the escort tug was very seldom in real practice.
3. Mr. PANG Kim-wing said that the HKPA had reviewed the matter and agreed that a trial to do away with the escort tug could be carried out provided that the ship's agent would:
 - (a) confirm the berthing schedule with the terminal from time to time and inform the HKPA for change of the pilot boarding time at Round Island should there was any delay in the schedule; and
 - (b) make necessary arrangements to ensure that the additional tug could be made available between Green Island and the berth when needed.
4. Capt. CHEUNG Hon-yee supported the proposal to carry out a trial. Capt. WU ka-shun remarked that the tug service at Green Island might not be available at short notice. Capt. Alan Loynd agreed, and suggested that formal risk assessment should be carried out before any relaxation of the existing guidelines. After some discussion the Chairman suggested, and members agreed, that a separate meeting be arranged among the concerned parties to work out the conditions for carrying out the trial.

III. Discussion Items

(i) PAC WG Paper No. 1/2002 “Extension of Service of a Licensed Pilot Beyond the Age of 65

5. Mr. CHUNG Chi-ning introduced the paper.
6. In response to Capt. LEE Tai-kuen’s query, the Chairman said that in accordance with the Ordinance, the pilot had to pass the physical tests before Pilotage Authority would grant him the licence.
7. The paper was endorsed.

(ii) Proposed Berthing Guidelines Amendments

8. Messrs CHUNG Chi-ning and PANG Kim-wing briefed members on the proposed amendments to the Berthing Guidelines. The meeting agreed that the revised chapters of the Berthing Guidelines would be re-circulated to members for further comments/consideration.

IV. Any Other Business

(i) Proposed Conditions for Granting Pilotage Exemption for RTVs of 1,000 GT or above Proceeding to and from Kwai Chung

9. The Chairman said that the exemption had been endorsed in principle by the PAC on 23.10.2001. The proposed conditions were now tabled for members’ comments.
10. In response to Capt. CHEUNG Hon-yee’s enquiry, Mr. YEUNG Chung-kwong said that DG carried in tank containers were considered as containerised DG and therefore would be allowed to be carried on board for the purpose of granting the pilotage exemption.
11. Capt. Alan Loynd said that these RTVs should carry a full set of updated Hong Kong charts on board. In addition, they should be covered by proper insurance against their liability in case of accidents. Mr. PANG Kim-wing suggested that the RTVs should carry VHF radio on board.

12. Mr. SIU Wai-lim enquired if there were any means to ensure that the master on board the RTV was in fact the same person applying for the Pilotage exemption, as some RTVs might have different masters on board every time but using the name/certificate of the same master. The Chairman said that MD would liaise with the mainland authorities and the Hong Kong Guangdong Feeders Association and see if some practical measures could be taken to avoid such situation. In the meantime MD would consolidate members' suggestions in the revised conditions for endorsement by PAC. As regards insurance coverage, legislative process for the Local Vessel Regulations was now underway which, when enacted, would require all RTVs to carry third party insurance during their stay in Hong Kong. This matter could be reviewed later.

(ii) Ma Wan Transit – Requirement of Co-pilot

13. Capt. LEE Tai-kuen commented that the current requirement for having two pilots for the Ma Wan transit should be reviewed given the extensive experience already accumulated by pilots on such passage and the establishment of the local marine traffic control station at Ma Wan which could provide a better control on the local traffic. Capt. CHEUNG Hon-yeek supported Capt. LEE's view and suggested the HKPA should carry out some trials with only one pilot.
14. Mr. PANG Kim-wing pointed out that because of its special geographic features and difficult manoeuvring conditions (i.e. the sharp-turn around the Ma Wan Island and strong current) as well as the busy local traffic, it was considered necessary to have two pilots for those large vessels around the Ma Wan Channel. Any proposed relaxation to the existing requirement had to be carefully examined to ensure that the safety of navigation was not compromised. Capt. Alan Loynd agreed, and suggested that formal risk assessment should be carried out before any relaxation of the existing requirements.
15. In view of the complexity of the subject and the diverged views, the Chairman suggested that the concerned parties should arrange a separate meeting to discuss this matter before putting back to the Working Group for further review. This was agreed.
16. There being no other business, the meeting ended at 11:55 a.m.