

## PILOTAGE ADVISORY COMMITTEE

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

### Minutes of the Pilotage Advisory Committee Meeting

Date : 11 April 2002 (Thursday)  
Place : Conference Room A, Marine Department Headquarters  
Time : 2:30 p.m.

#### Present

Chairman :	Mr. TSANG Man-ching	Deputy Director of Marine
Member :	Capt. CHEUNG Hon-ye	Representing HK Shipowners Association
	Capt. LEE Tai-kuen	Representing HK Liner Shipping Association
	Mr. LAI Moon-sheung	Representing Container Terminal Operators
	Mr. CHEUNG Shun-hing	Representing Break Bulk Cargo Operators
	Mr. CHUI Hing-cheung	Representing Oil Terminal Operators
	Mr. LI Pok-yan	Representing Dockyards Industry
	Capt. WU Ka-shun	Representing Tug Operators
	Capt. Alan Loynd	Master Mariner
	Mr. CHOR Yee-on	ditto
	Mr. PANG Kim-wing	Representing HK Pilots Association
	Mr. SIU Wai-lim	ditto
	Mr. LEE Ka-mo	AD/PC, Marine Department
	Mr. SIN Tak-cheung	GM/VTS, Marine Department
	Mr. FAN Wai-biu	S/MAI(1), Marine Department
Secretary :	Mr. Ernest LAM	ADS/C&G, Marine Department

#### In Attendance

Mr. Terence SIT	Jardine Shipping Agencies
Mr. Frank LAM	CLP Power HK Ltd. (on behalf of Mr. Richard Lancaster)
Capt. CHAN Lok-ching	Orient Overseas Container Line Ltd.
Mr. SHUM Yum-pui	HK Pilots Association Ltd.
Mr. LAM Chee-kin	ditto
Mr. CHAN Shiu-hoi	ditto
Mr. TSANG Cheuk-yin	SMO/P&D(4), Marine Department
Mr. CHAN Hon-bun	MO/P&D(3), Marine Department
Mr. CHUNG Chi-ning	MO/Pilotage, Marine Department

#### Absent with Apologies

Capt. Duncan Telfer	Master Mariner
Mr. Richard Lancaster	Representing Dry Bulk Cargo Operators

## **OPENING REMARKS**

1. The Chairman welcomed all present and introduced the following new members of the Committee:

☞ ☞ Mr. CHEUNG Shun-hing of Barwil Agencies Ltd. representing the Break Bulk Cargo Operators vice Mr. FENG Lei, and

☞ ☞ Mr. SIN Tak-cheung, General Manager/Vessel Traffic Services of Marine Department vice Mr. Raymond CHUNG.

## **AGENDA ITEMS**

### **I. Confirmation of Minutes of Last Meeting**

2. The minutes of last meeting were confirmed without any amendments.

### **II. Interview of Apprentice Pilot**

3. The applicant, Mr. CHIN Ka-lam, briefed members of his own background. Having asked Mr. CHIN some relevant questions, members were satisfied with his qualifications and experience and agreed to recommend him to the Pilotage Authority for registration as an apprentice pilot.

(Post meeting notes: Mr. CHIN passed the necessary medical examination and registered as an apprentice pilot on 15.4.2002.)

### **III. Presentation of PAC Papers**

#### **(i) PAC Paper No. 1/2002 - Study on the Next Generation of Large Containerships and its Impact on the Port of Hong Kong**

4. Mr. TSANG Cheuk-yin introduced the paper. Members were informed that the size of containerships was expected to increase gradually in the coming decade and a sizable fleet of 10,000 to 12,000 TEU containerships would possibly come on stream between 2005 and 2010.

5. As regards the impact on the port of Hong Kong, Mr. TSANG advised that the current alongside water depth in Kwai Chung was adequate to meet the navigational requirements of large containerships within the next few years. However, regular review on the development of those “5-digit” mega-containerships would be required so that necessary improvement works like dredging could be planned in advance. In addition, the existing quayside cranes, vessel safety system, IT infrastructure, feeder services and road networks would need to be improved/upgraded in order to serve the next generation of containerships.
  6. The Chairman invited comments from members and their comments were summarized below:
    - (a) Mr. LI Po-yan pointed out that no dockyard facilities in Hong Kong at present could cater for the mega-containerships in view of their huge size.
    - (b) Capt. Alan Loynd suggested that the future handling of these vessels could be centralized at one terminal with sufficient water depth and dedicated facilities (e.g. giant cranes) so as to save the operational costs.
    - (c) Mr. LAI Moon-sheung advised that the current trend of containership was noted by the terminal operators, and in fact larger cranes would be provided in CT8.
    - (d) Mr. LAM Chee-kin commented that the power of tugs would have to be increased in order to meet the requirements of mega-containerships. Besides, the existing anchorages might not be capable of accommodating these ships.
  7. The Chairman thanked for members’ comments and said that the Department would continue to monitor the situation and work out necessary measures with other relevant bureaux and departments before these vessels were come on stream.
- (ii) PAC Paper No. 2/2002 - Extension of Service of a Licensed Pilot Beyond the Age of 65**
8. Mr. CHUNG Chi-ning briefed members on the current provision in the Section 9A of the Pilotage Ordinance which allowed a pilot to serve beyond the age of 65. He said that amendments to the existing legislation was required subsequent to the introduction of the Class II D license as the lowest class of pilot licenses in 1996. In response to the

Chairman's enquiry, Mr. CHUNG confirmed that medical examination would be conducted every year to ensure that the Class II D pilots were physically and mentally fit for carrying out their duties. Mr. SIN Tak-cheung supplemented that the requirement for re-examination of these pilots had already been stipulated in the Pilotage Ordinance.

9. The meeting endorsed the paper.

#### **IV. Matters Arising from Previous Minutes**

**(i) PAC Paper No. 3/2002 - Proposed Conditions for Pilotage Exemption for Vessels of 1,000 GT or over Proceeding to and from Kwai Chung Container Terminals**

10. Mr. CHUNG Chi-ning told the meeting that the exemption of compulsory pilotage for river trade vessels proceeding to and from the Kwai Chung Container Terminals was endorsed by the PAC at its previous meeting held on 23.10.2001. The proposed conditions for granting this exemption were further discussed and endorsed by the PAC Working Group on 20.2.2002. In response to Mr. PANG Kim-wing's comments, Mr. SIN Tak-cheung suggested to amend the wordings of the proposed condition as mentioned in paragraph 2(a) of the paper as follows:

*“The exemption is to be given to the master of the same ship which should be neither more than 80 meters LOA, nor more than 2,000 Gross Tonnes, and not carrying dangerous cargoes in bulk or in loose form on board.”*

11. The meeting endorsed the paper with the proposed amendments.

#### **V. Any Other Business**

**(i) PAC Paper No. 4/2002 - Proposed Amendments to Berthing Guidelines**

12. Mr. CHUNG Chi-ning introduced the paper and explained that the proposed amendments were mainly for updating of the telephone lists of respective departments/berths/wharfs/terminals. Besides, updating to the berthing guidelines for some government mooring buoys, Kwai Chung Berths No. 6-7 Outer Foul and No. 9-14 and River Trade Terminal No. 2 was also required upon changes of circumstances. He added that the proposed amendments were circulated to and agreed by members of the

PAC Working Group.

13. Capt. Alan Loynd suggested that the contact telephone lists of the Hong Kong Observatory and Marine Department during typhoon should be put on the website of the Marine Department.
14. The meeting endorsed the paper.

**(ii) Surcharge subsequent to the Relocation of Urmston Road Pilot Boarding Station and Adjustments to the Existing Pilotage Dues**

15. Mr. PANG Kim-wing told members that the surcharge in relation to the relocation of the Urmston Road Pilot Boarding Station and the lowering of the existing pilotage dues were discussed and agreed by the HKPA and Hong Kong Liner Shipping Association. A report prepared by the HKPA regarding the revision of the pilotage dues was tabled for members' reference.
16. Capt. LEE Tai-kuen thanked the HKPA for their consideration and expressed that the reduced pilotage dues would help the port users in cutting their operational costs.
17. The Chairman said that the Department would follow up the necessary legislative amendments to the Pilotage (Dues) Order soonest possible.

**(iii) Ma Wan Transit – Proposed Relaxation of Co-Pilot Requirement**

18. Letters from the major port users in Western Shenzhen, requesting for further relaxation of the co-pilot requirement in Ma Wan Transit for containerships with LOA up to 305m, were tabled for members' comments.
19. The Chairman noted that the subject was raised at the meeting of the PAC Working Group on 20.2.2002 where it was decided that the relevant parties would hold separate meetings to further discuss the matter. Mr. SIU Wai-lim reported that the HKPA was prepared to relax the co-pilot requirement for passenger and container ships with LOA up to 230m for daylight transit, but there was not much room for further relaxation at this stage because that piloting near Ma Wan would likely become more difficult in view of the growing number/size of vessels and geographical changes in the vicinity

(i.e. reclamation in Sham Tseng and construction project in Ma Wan Island).

20. Capt. Alan Loynd supported the HKPA's views and suggested that formal risk assessment should be carried out before considering any further relaxation of the piloting requirement. Mr. CHOR Yee-on expressed that he also had reservation on the further relaxation unless conditions for navigation in that area were improved.
21. Capt. CHAN Lok-ching held a different view. He wondered whether the co-pilot requirement was necessary and remarked that only one pilot was required in other ports with similar geographical and maneuvering conditions (e.g. Southampton). Capt. PANG Kim-wing explained that the local traffic was completely different from that of other ports and any further relaxation of the co-pilot requirement could only be considered when more practical experience was gained so as to ensure navigation safety.
22. Mr. LEE ka-mo informed members that the Department would introduce some measures in the next couples of months in order to improve the traffic around the Ma Wan area. He suggested to review the whole situation after the implementation of these new measures.
23. After some more discussions, the meeting endorsed the relaxation of the co-pilot requirement for passenger and container ships with LOA up to 230m for daylight transit. The matter would be reviewed in 6 months' time.
24. Mr. SHUM Yum-pui suggested that technical matters such as the pilotage dues and co-pilot requirement in Ma Wan Transit would be discussed at the meeting of the PAC Working Group in future. If no agreement was reached in the Working Group, the matters concerned should then be submitted to the PAC for deliberation. The Chairman said that this in fact was the existing arrangement which should be continued.

## **VI. DATE OF NEXT MEETING**

25. There being no other business, the meeting ended at 4:15 pm. The date of next meeting would be announced in due course.