



Pilotage Advisory Committee

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

Minutes of Working Group Meeting

Date: 19 August 2002

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

Time: 9:30 a.m.

Present

Chairman :	Mr. SIN Tak-cheung	GM/VTS, Marine Department
Members :	Capt. LEE Tai-kuen	Representing HK Liner Shipping Association
	Capt. WU Ka-shun	Representing Tug Operators
	Capt. Alan Loynd	Master Mariner
	Capt. LI Kwan-wood	Master Mariner
	Mr. MA Yan-kwong	Representing Container Terminal Operators
	Mr. CHEUNG Shun-hing	Representing Break Bulk Cargo Operators
	Mr. PANG Kim-wing	Representing HK Pilots Association Ltd.
	Mr. SIU Wai-lim	- ditto -
Secretary :	Mr. Ernest LAM	ADS/C&G, Marine Department
	Ms. Shirley HO	ADS/C&G (Des.), Marine Department

In attendance

Mr. Terence SIT	HK General Chamber of Commerce
Mr. CHAN Shui-hoi	HK Pilots Association Ltd.
Mr. LAM Chee-kin	- ditto -
Mr. SHUM Yum-pui	- ditto -
Mr. YEUNG Chung-kwong	SMO/VTC, Marine Department
Mr. Albert KWONG	Wells Marine Agencies

Absent with Apologies

Mr. LI Pok-yan	Representing Dockyard Industry
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I. Opening Remarks

1. The Chairman welcomed all to the meeting, particularly Mr. LI Kwan-wood and Mr. MA Yan-kwong who were attending the Working Group meeting for the first time.

II. Discussion Items

(i) PAC WG Paper No. 2/2002 - Charging of Pilotage Dues for an Interrupted Pilotage Trip

2. Mr. YEUNG Chung-kwong introduced the paper.
3. The Chairman emphasized that the purpose of this paper was to seek members' advice on the arrangements for handling delays/interruptions during a pilotage voyage in future in order to avoid conflicts. Individual cases like the recent dispute on pilotage dues as mentioned in the paper was quoted for reference only and would not be discussed at this meeting.
4. Members views were summarized below:
 - (a) Some members opined that in the event of prolonged delay/interruption during a pilotage trip resulting in the vessel having to anchor, the movement to the anchorage should be considered as one voyage and be charged accordingly. The subsequent movement to the berth/final destination would be another voyage and be charged separately.
 - (b) On the contrary, some members were of the view that the detour to the anchorage should be considered as part of the original voyage and therefore the vessel should only be charged for one single voyage plus detention charge where applicable.
 - (c) Most members considered that "interruption during a pilotage trip" should be treated differently depending on the circumstances of each case, some of which might be controllable while the others were not. There was a need to identify a mutually acceptable arrangement to deal with such different situations.
5. After lengthy discussions and in view of the divergent views, the Chairman suggested and members agreed that the parties concerned should arrange a separate meeting to discuss the details before putting back to the Working Group for further consideration.

(ii) PAC WG Paper No. 3/2002 – Tidal Windows for Ma Wan Transit

6. Mr. YEUNG Chung-kwong presented the paper. He pointed out that the existing criteria for determining the transit window for passing Ma Wan, which was based on the time of HW/LW, was not a very good method as it did not take into account the actual strength of the tidal current. As the Hydrographic Office had recently developed a mathematical model which could provide reasonably accurate prediction of the tidal current at selected locations around Man Wan, it was proposed that the tidal window should be based on such predictions. The paper also gave an indication on the possible implications after the change.
7. In response to Capt. Alan Loynd's enquiry, Mr. LAM Chee-kin said that the HKPA was comfortable with the new criteria having regard to the pilotage experience accumulated over the years.
8. In response to members enquiry on how the information on the predicted tidal current would be disseminated, the Chairman said that this would probably be put on the Internet, which would be accessible by all parties, but the details were yet to be worked out with the Hydrographic Office. Members would be consulted on the format before implementation.
9. The paper was endorsed. MD would follow up the matter with the concerned parties and a revised berthing guidelines would be circulated for members' further consideration in due course.

III. Any Other Business

(i) Revision of Pilotage Dues

10. Capt. Lee Tai-kuen enquired about the progress of the legislative amendment on the adjustment to pilotage dues which had been endorsed by the PAC in April. The Chairman replied that this was being processed by the Economic Development and Labour Bureau (EDLB). He would check the progress and update members at the next meeting.
11. There being no other business, the meeting ended at 11:45 a.m.