

Ref. : HQ/COM 928/29 (14)

Minutes of a meeting of the Pilotage Advisory Committee

Date : 3 June 1998

Place: Conference Room (A), MD HQs

Time: 10:00 a.m.

Present

Chairman :	Mr. M. C. TSANG	Deputy Director of Marine
Member :	Mr. Alan Loynd	Master Mariner
	Capt. Duncan Telfer	Master Mariner
	Mr. Y.O. CHOR	Master Mariner
	Mr. CHEUNG Hi-loi	Representing the Hong Kong Pilots Association
	Mr. PAU Sai-hung	Representing the Hong Kong Pilots Association
	Capt. LEE Tai-kuen	Representing H. K. Liner Shipping Association
	Mr. George Windram	Representing Dockyard Industry
	Mr. YU Minghua	Representing Tug Operators
	Mr. K. M. LEE	Marine Department
	Mr. L. Y. BUTT	"
	Mr. M.J. Wareham	"
Secretary :	Mr. Michael YEUNG	"

In Attendance

Mr. Terence SIT	HK General Chamber of Commerce
Mr. LI Wai-man	Orient Overseas Container Lines Ltd.
Mr. Kenneth CHOW	China Light & Power
Mr. C. Y. HO	Modern Terminal Ltd.
Mr. P.J. WU	HK Pilots Association Ltd.
Mr. LAM Tsan-wa	"
Mr. YEUNG Man-chor	"
Mr. T. Y. LAU	Territory Development Department
Mr. K. M. NG	Marine Department
Mr. F. L. CHEUK	"
Mr. C. S. LAU	"
Mr. Newton CHAN	"
Mr. Deryck Ethelston	BABTIE BMT Consultant
Mr. Richard Colwill	"

Apologies

Capt. Christopher Keen	Representing the HK Shipowner's Association
Mr. John LEE	Representing the Container Terminal Operators
Mr. K.C. LI	Representing the Oil Terminal Operators
Mr. S.K. NGAN	Representing the Break Bulk Cargo Operators
Mr. WONG Tat-keung	Representing Dry Bulk Cargo Operators

I. Confirmation of the minutes of the last meeting

M1631 1. Minutes of the meeting held on 25 February 1998 were confirmed without amendments.

II. Presentation of PAC Paper No. 6/98 "Green Island Development - MIA Conclusions and Recommendations"

M1632 2. Mr. Richard Colwill briefed members results of the MIA study in relate with the Green Island Development. He tabled an updated buoys arrangement chart for members' reference (copy attached at Annex I). Mr. PAU Sai-hung was concerned about the reduction of navigation room between buoys and the sea condition of WQIA when relocated to North Lamma Anchorage. He suggested to introduce break water in West Lamma and Cheung Chau. Mr. P. J. WU added that patrol launches should be in position before commencement of work. The Chairman replied that the usage of buoys would be closely monitored, the number of buoys might be reduced if the demand eventually dropped. Their suggestions were noted and would be considered.

III. Matters arising from previous minutes

(i) Review of the Round Island (Ngan Chau) Pilot Boarding Station (M1623 refers)

M1633 3. Mr. PAU Sai-hung suggested that while Phase III operation would be commenced on 1 October 1998, tankers going to Kau Yi Chau should use the West Lamma Channel in order to lessen the traffic load at the Eastern side. He added that the charges for the two different channels would be worked out between HKPA and HKLSA. In relate with the leasing of the Ap Lei Chau Site, Mr. P. J. WU revealed that they had not yet received the offer from the Government Property Agency. Mr. Newton CHAN replied that GPA was under re-organization and the offer letter should be ready very soon.

(ii) Proposed Berthing Guideline Amendments

M1634 4. The meeting endorsed the proposed berthing guideline amendments as recommended by the Working Group held on 15 May 1998.

(iii) Performance Measure of Pilots (M1625 refers)

M1635 5. Mr. Newton CHAN reported that the Working Group was still in the process of exploring suitable and appropriate performance indicators.

(iv) **Port Operation Seminar** (M1626 refers)

M1636 6. The Chairman reported that the last Port Operation Seminar held on 27 March 1998 was extremely successful. The next Port Operation Seminar would be held when topics of sufficient interest were identified. He invited HKPA to collate and report the demand of the Shipping Industry via their own network.

IV. **Any Other Business**

(i) **PAC Paper No. 5/98 "Boom length restrictions for use of waterways of the height restricted area of Kap Shui Mun Bridge"**

M1637 7. Mr. C. S. LAU presented this paper for members' information. The meeting supported the proposal and agreed that vessels with boom length of 35 meters or more should be prohibited from using the Kap Shui Mun Fairway.

(ii) **PAC Paper No. 7/98 "Speed Limit Review"**

M1638 8. Mr. K. M. NG presented the proposal on the modification to the boundaries of the speed restriction area and the recommendations of the Speed Limit Review. Capt. Loynd was concerned on the speed limit of 15 knots in Zone B and the problem of increasing wash caused by growing and faster traffic. Mr. K. M. NG replied that all relevant factors were taken into consideration and a balance had to be struck between navigation safety, port efficiency and wave condition. Mr. K. M. LEE added that the speed limit imposed in Zone B was not a relaxation because previously there was no speed restriction there. He assured that further review would take place to adjust the speed limit when necessary.

(iii) **Chek Lap Kok Airport Restricted Area**

M1639 9. Mr. Newton CHAN reported to members that vessels of a height of 15m or more were prohibited to enter the airport restricted area, exemption permit had to be applied at District Marine Office before the vessels could enter the restricted area. A navigation buoy was laid to mark the Northern extremity of the deep water route for pilots' and masters' reference. Special arrangement had also been made with the Airport Traffic Control Tower to facilitate coal carriers moving to Tap Shek Kok.

10. Mr. PAU Sai-hung suggested to realign and dredge the channel outside the restricted area as a longer term solution. Mr. K. M. LEE replied that the cost to dredge the channel would be enormous, since the frequency of coal carriers moving to Tap Shek Kok had been greatly reduced, it should be more cost effective to adopt the established procedures.

(iv) Tug Damaged Incident

- M1640 11. Capt. Loynd reported that one of his company's tug was damaged by a stone dropped from the Tsing Yi Bridge. Whether the stone was dropped deliberately by somebody or caused by a vehicle moved by could not however be confirmed.
12. There being no other business, the meeting ended at 11:50 a.m.

V. Date of next meeting

- M1641 13. The date of next meeting would be in September 1998 after the Summer holidays, members would be informed in due course. (Post Meeting Notes : the date of next meeting is now scheduled to be held on 16 September 1998)