

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

Minutes of a meeting of the Pilotage Advisory Committee

Date : 7 July 1999

Place: Conference Room (A), Marine Department HQs

Time: 10:00 a.m.

Present

Chairman :	Mr. M. C. TSANG	Deputy Director of Marine
Member :	Mr. LAM Tsan-wa	Representing the Hong Kong Pilots Association
	Mr. PAU Sai-hung	Representing the Hong Kong Pilots Association
	Mr. Steve Y.O. CHOR	Master Mariner
	Capt. Duncan Telfer	Master Mariner
	Capt. LEE Tai-kuen	Representing H. K. Liner Shipping Association
	Mr. John Y. C. LEE	Representing the Container Terminal Operators
	Capt. WU Ka-shun	Representing Tug Operators
	Capt. CHEUNG Hon-ye	Representing HK Ship Owners Association
	Mr. CHUI Hing-cheung	Representing the Oil Terminal Operators
	Mr. K. M. LEE	Marine Department
	Mr. T. C. SIN	"
	Mr. M.J. Wareham	"
Secretary :	Mr. Michael YEUNG	"

In Attendance

Mr. Terence SIT	HK General Chamber of Commerce
Mr. P.J. WU	HK Pilots Association Ltd.
Mr. SIU Wai-lim	"
Mr. CHAN Shui-hoi	"
Mr. Kenneth CHOW	China Light & Power
Mr. LAI Yun-choi	Apprentice Pilot (attending the interview only)
Mr. Peter LEUNG	Scott Wilson (HK) Ltd.
Mr. Vincent NG	"
Mr. Peter LYON	"
Mr. Anthony LI	Civil Engineering Department
Mr. CHAN Kin-kwong	"
Dr. Richard D. Colwill	BMT Asia Pacific Ltd.
Mr. Peter French	"
Mr. Davis LEE	Ove Arup and Partners Ltd.
Mr. Michael C. H. HUI	Highways Department
Mr. C. Y. TSANG	Marine Department
Mr. C. K. YEUNG	"
Mr. CHAN Ming-kwong	"
Mr. CHAN Kwong-chun	"
Mr. KUI Kin-ping	"
Mr. FAN Wai-biu	"
Mr. MAK Kwok-choi	"

Apologies

Capt. Alan Loynd	Master Mariner
Mr. George Windram	Representing Dockyard Industry
Capt. CHEN Shi-zhou	Representing Break Bulk Cargo Operators
Mr. Richard Lancaster	Representing Dry Bulk Cargo Operators

I. Chairman's Opening Remarks

M1674 1. The Chairman welcomed all members and introduced –
Capt. CHUI Hing-cheung representing Oil Terminal Operators vice Mr. Rolv Stockmo.

II. Confirmation of the minutes of the last meeting

M1675 2. The minutes of the meeting held on 3 February 1999 were confirmed with one amendment for M1668. To add the following after 'all over the world,' at line 1, page 4
-
“but although no accidents were a result of communication failure, several enquiries and Boards of Discipline had strongly recommended a pilot be stationed at the VTC because they felt poor communication had been a major contributory factor.”

III. Interviewing Apprentice Pilot

M1676 3. Mr. LAI Yun-choi was introduced to members for an apprentice pilot interview. All members were satisfied with his maritime training, ship handling experience and employment history. The meeting agreed to recommend him to the Pilotage Authority for registration as apprentice pilot subject to Mr. LAI passing his medical examinations. (Post meeting notes: Mr. LAI passed his medical examination and had been registered as apprentice pilot)

IV. Presentation of PAC Papers

(i) PAC Paper 6/99 “Planning and Engineering Feasibility Study for Development on Sham Tseng Further Reclamation”

M1677 4. The study was to examine the further reclamation of the water area south of the Sham Tseng township to about 25 ha. A Marine Impact Assessment (MIA) study was carried out on the Ma Wan Fairway.

5. Mr. Peter LEUNG briefed members on the technical aspects of the project and Mr. Peter Lyon delivered result of the MIA study. HKPA was concerned about the increasing marine activities/traffic in the vicinity, the loss of navigable water space, the blinding effect to ships entering the channel by background lights from the future residential area and barges dumping. The Chairman assure HKPA that the traffic situation would be closely monitored and the Ma Wan launch would be maintained and could be stepped up if necessary.

6. Mr. Lyon explained to members the design of the sea wall and how it could provide the best protection in case of a steering failure. He informed members that the construction work would take around 24 months from end 2003 to end 2005. Contingency plan for foggy season would be to extend the restricted area further south for 50 meters. He further informed members that the study revealed that current increased due to reclamation should be insignificant.

(ii) PAC Paper 7/99 “Route 9 between Tsing Yi and Cheung Sha Wan - Stonecutters Bridge”

M1678

7. The Stonecutters Bridge would span the 1000m shipping channel between CT8 and CT9 with a navigation clearance of 73.5m P.D. A MIA was conducted to provide an evaluation of the possible impact to marine traffic during the construction period.

8. Mr. Richard Colwill explained to members that traffic restriction/control had to be imposed during the bridge construction period. He undertook to avoid total closure of Kwai Chung Channel even during the lifting operation, however, delays of eight to ten minutes would be inevitable during the one way traffic period. He informed members that the channel would be closed for one hour for the helicopter to put the guide wires in.

9. The Chairman requested the consultant and Highways Department to furnish further information to the PAC Working Group when available. The Working Group would discuss the technical aspects in detail and report to PAC on their recommendations.

(iii) PAC Paper 8/99 “Establishment of a Naval Anchorage off Stonecutters Island”

M1679

10. Mr. C. Y. TSANG informed members of the establishment of a Naval Anchorage off Stonecutters Island in accordance with the Defence Lands Agreement. Four typhoon-moorings would be laid for naval vessels but the anchorage itself would not be a restricted area for through traffic.

(iv) PAC Paper 9/99 “Proposed Extension of the Yau Ma Tei Anchorage (YMTA)”

M1680

11. This paper was also presented by Mr. C. Y. TSANG. He informed members that the YMTA would be enlarged to ease the congestion inside and to prevent future accidents. It was proposed to realign and extend the boundaries of YMTA by 47%, “YMT 1” light buoy and GMB B5 and A34 would have to be relocated as a result of the extension.

12. The proposal was endorsed with one suggestion from HKPA to move the B buoy to further NW and to delete or reposition the Northern 1 buoy in order to provide more maneuvering space. The suggestion was noted and would be considered separately.

(v) PAC Paper 10/99 “Optimisation of Water Space to the West of Lamma Island”

M1681 13. Mr. C. K. YEUNG briefed members on the establishment of a West Lamma Anchorage; re-alignment of the South Cheung Chau Traffic Separation Scheme; and establishment of a West Lamma Traffic Separation Scheme.

14. HKPA supported the proposal and requested to consider as well the relocation of the Western Quarantine Anchorage (WQA). Mr. T.C. SIN replied that the WQA would be relocated to Northern Lamma as part of the Green Island Reclamation project. There being no other comments and the proposal was endorsed.

V. Matters arising from previous minutes

(i) West Lamma Pilot Boarding Station

M1682 15. Mr. PAU Sai-hung reported that operation at the West Lamma PBS had started since 25 June 1999 and was very smooth. He further reported that no adverse comments were received so far. The Chairman suggested and the meeting agreed to delete this item from the agenda.

VI. Any Other Business

(i) New Edition of Berthing Guidelines

M1683 16. The new edition of berthing guidelines was introduced by Mr. LAM Tsan-wa and was endorsed by all.

(ii) Speed limit of pilot launches

M1684 17. HKPA requested exemption of speed limit for their pilot boats from Davis Street Pier to the Round Island PBS. This was a port operation matter and HKPA was invited to send in their application via the normal course.

(iii) Dredging at the Ocean Terminal

M1685 18. Mr. K.P. KUI informed members that the Fill Management Committee had endorsed the dumping site for this project and the maintenance dredging would be started in mid-July. The work would last about 11 weeks and should be completed by end September.

(iv) Farewell to member

M1686 19. The Chairman informed members that Mr. Mike Wareham would be retired after his twelve years' remarkable service to the PAC. He thanked him, on behalf of the committee, for his contributions over the years.

20. There being no other business and the meeting was ended at 12:40 p.m.

VII. Date of next meeting

- M1687 21. The date of next meeting was scheduled to be held on 22 September 1999.
(Post meeting note : the meeting was postponed to December 1999)