



PILOTAGE ADVISORY COMMITTEE

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

Minutes of the Pilotage Advisory Committee Meeting

Date : 17 January 2003 (Friday)
Place : Conference Room A, 24/F, Harbour Building
Time : 10 a.m.

Present

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| Chairman: | Mr. R F TUPPER | Deputy Director of Marine |
| Member: | Mr. YOUNG Yick-sing | Representing HK Shipowners Association |
| | Capt. LEE Tai-kuen | Representing HK Liner Shipping Association |
| | Mr. MA Yan-kwong | Representing Containers Terminal Operators |
| | Mr. LI Pok-yan | Representing Dockyard Industry |
| | Mr. Frank Lam (<i>on behalf of Mr. R. Lancaster</i>) | Representing Dry Bulk Cargo Operators |
| | Mr. CHEUNG Shun-hing | Representing Break Bulk Cargo Operators |
| | Capt. LI Kwan-wood | Master Mariner |
| | Capt. CHAN Shui-hoi | Representing HK Pilots Association |
| | Capt. SO Ying-kit | -ditto- |
| | Mr. LEE Ka-mo | AD/PC, Marine Department |
| | Mr. SIN Tak-cheung | GM/VTTS, Marine Department |
| | Mr. FAN Wai-biu | S/PSC, Marine Department |
| Secretary: | Ms. Shirley HO | ADS/C&G, Marine Department |

In Attendance

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| Mr. Raymond CHENG (<i>on behalf of Mr. Terrence Sit</i>) | HK General Chamber of Commerce |
| Capt. LAW Kwun-pan | HK Pilots Association |
| Capt. TANG Chiu-hung | -ditto- |
| Mr. SHUM Yum-pui | -ditto- |
| Mr. CHUNG Chi-ning | MO/Pilotage, Marine Department |

Absent with Apologies

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| Capt. WU Ka-shun | Representing Tug Operators |
| Mr. CHUI Hing-cheung | Representing Oil Terminal Operators |
| Capt. Alan Loynd | Master Mariners |
| Mr. NG Jim-mi, Jimmy | -ditto- |

OPENING REMARKS

1. The Chairman welcomed all present and introduced the following persons-

New PAC members who had been appointed since the last meeting on 11 April 2002

- Mr. MA Yan-kwong, representing Container Terminal Operators vice Mr. LAI Moon-sheung;
- Capt. LI Kwan-wood, representing Master Mariners with experience in shipping industry in HK vice Mr. CHOR Yee-on;
- Mr. YOUNG Yick-sing, representing HK Shipowners Association vice Mr. CHEUNG Hon-ye;
- Capt. CHAN Shui-hoi and Capt. SO Ying-kit representing Licensed Pilots in Hong Kong Pilots Association (HKPA) vice Capt. PANG Kim-wing and Capt. SIU Wai-lim; and
- Mr. Jimmy NG (who sent apologies for his absence), representing Master Mariners with experience of berthing/unberthing ships in HK vice Mr. Duncan Telfer;

Observers who were attending the meeting for the first time

- Capt. LAW Kwun-pan and Capt. TANG Chiu-hung, representing the HKPA; and
- Mr. Raymond CHENG, on behalf of Mr. Terrence SIT, representing the Shipping Agencies/Hong Kong General Chamber of Commerce.

AGENDA ITEMS

I. Confirmation of Minutes of Last Meeting

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

II. Interviewing of Apprentice Pilot

3. The applicants, Mr. NG Hing-cheong and Mr. TAM Ming-fu, were asked in separate sessions to brief members of their own background. Having asked the two applicants some relevant questions, members were satisfied with their qualifications and experience and agreed to recommend them to the Pilotage Authority for registration as apprentice pilots.

(Post meeting notes: both Mr. NG and Mr. TAM passed the necessary medical examination and registered as apprentice pilots on 28.1.2003.)

III. Presentation of PAC Papers

(i) PAC Paper No. 1/2003 – “Tidal Windows for Ma Wan Passage”

4. Mr. CHUNG Chi-ning presented the paper, which proposed to revise the existing criteria for determining the window for transiting Ma Wan by making direct reference to the predicted tidal window. Members were informed that the PAC Working Group (WG) endorsed the proposal on 19 August 2002 and a 3-month trial run had been conducted from October to December 2002 of which result was found satisfactory.
5. Capt. SO Ying-kit expressed thanks to Marine Department (MD) and the Hydrographic Office to make this system successful. Capt. LEE Tai-kuen and Mr. CHEUNG Shun-hing added that, from user's point of view, the system was very useful in helping planning and arranging schedule. Since every party involved obtained the same information from the website, any misunderstanding could be avoided.
6. Mr. SIN Tak-cheung supplemented that the existing system was a rather preliminary one. Subject to availability of resources, a new programme would be developed, hopefully in the next few months, to make it more user-friendly.
7. The Chairman concluded that the MD was prepared to put continuous efforts in improving the system to the satisfaction of all parties. Members endorsed the paper.

(ii) PAC Paper No. 2/2003 – “Arrangements to deal with Delays/Interruptions during a Pilotage Voyage”

8. Mr. CHUNG Chi-ning introduced the paper and briefed members of the agreement reached between the Hong Kong Liner Shipping Association (HKLSA)/Port Affair Working Group of HKCGG Shipping Committee, and the Hong Kong Pilots Association (HKPA) on the arrangements to deal with delays/interruptions during a pilotage voyage.
9. Capt. LEE Tai-kuen opined that it was good to both parties that an agreement had been reached to minimize chances of further disputes on this issue and confirmed that the

HKLSA accepted the present recommended arrangements.

10. The Chairman thanked the two parties concerned for their good sense and efforts in coming to these agreeable arrangements.

(iii) PAC Paper No. 3/2003 – “Proposed Amendments to the Berthing Guideline”

11. Mr. CHUNG Chi-ning briefed members of the 8 proposed amendments to the Berthing Guideline, item by item.
12. Regarding Para. 4 of Chapter 2 in Item 1, Mr. LEE Ka-mo enquired -
 - (a) if there was any chance that a ship, when sailing on the falling tide, loaded to its maximum draft and at some moment might get overloaded and touch the seabed;
and
 - (b) if the terminal had ever monitored the situation.
13. Mr. MA Yan-kwong replied that, since an under-keel clearance (UKC) of 10% of the vessel's deepest draught had to be maintained throughout the entire berthing/unberthing operation or transit at all tidal conditions, safe navigation was ensured. Besides, he did not foresee any problems if all the container terminal operators followed the Berthing Guidelines.
14. Capt. LEE Tai-kuen also responded that touching of bottom would not happen because the HKLSA knew the deepest draught of every vessel and would lighten their vessels before their UKC became insufficient. The HKLSA would keep close co-ordination with the terminal operators regarding this issue and monitor the situation at all times.
15. The Chairman agreed that the present practice was clear. Considering that ships would get bigger and deeper in future, he was of the view that the UKC requirements should have to be closely monitored and reviewed to enable the ships to sail safely in Hong Kong waters. Capt. SO Ying-kit shared the same view and pointed out that when ships get bigger the maximum draft with respect to the available tide for berths might have to be revised and members would be consulted again on proposed amendments of the Berthing Guidelines.
16. Members raised no other questions and endorsed the paper.

IV. Matters Arising from Previous Minutes

(i) Revision of Pilotage Dues

17. Mr. SIN Tak-cheung reported that the proposed revision was gazetted on 20 December 2002 and submitted to the Legislative Council (LegCo) for scrutiny on 8 January 2003. It was believed that the proposal would be endorsed and the revised Order would come into force on 14 February 2003.

(Post meeting notes: The proposal was endorsed by the LegCo and the revised Order came into force starting 14 February 2003.)

18. Capt. LEE Tai-kuen commented that it was very undesirable to take about 10 months to effect the revision of pilotage dues by going through such complicated legislative procedures. He urged MD to explore if procedures could be simplified to improve the situation.
19. The Chairman agreed to pass on to the bureau the members' concerns over the issue and request relevant authorities to expedite the process for the next revision. The MD would explore how the existing system could be improved and whether it could be an option to simplify the procedures by amending the Pilotage Ordinance.

V. Any Other Business

(i) Report of Board of Discipline (BOD) Case

20. Mr. SIN Tak-cheung gave a brief account of the background and the investigation result of the only BOD case in 2002 about the collisions between M.V. "Sealand Racer" and M.V. "Soroe Maersk" on 5 May 2002.
21. The Chairman thanked ex-member Capt. SIU Wai-lim, members Capt. WU Ka-shun and Mr. SIN Tak-cheung for giving their time and expertise while serving on the Board.

(ii) Report of Board of Investigation (BOI) Case

22. Mr. SIN Tak-cheung reported that a BOI was held in 2002 to investigate the collisions between M.V. “Kota Hadiyah” and dredger “A.M. Vella” on 12 March 2002, resulting in suspension of the license of the Class IIA pilot for 6 months.
23. The Chairman thanked ex-member Capt. PANG kim-wing and member Mr. SIN Tak-cheung for their involvement and contributions made while serving on the Board.

(iii) Farewell to Capt. LEE Tai-kuen

24. The Chairman informed members that it was the last meeting attended by Capt. LEE Tai-kuen, who would step down the PAC on 1 March 2003. He proposed a vote of thanks to Capt. LEE for his valuable inputs and contributions made throughout the years.

VI. DATE OF NEXT MEETING

25. There being no other business, the meeting ended at 11:40 a.m. The date of next meeting would be announced in due course.