

## **PILOTAGE ADVISORY COMMITTEE**

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

### **Minutes of the Pilotage Advisory Committee Meeting**

Date : 9 June 2003 (Monday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 10:30 a.m.

#### **Present**

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

#### **In Attendance**

Mr. Terrence Sit	HK General Chamber of Commerce
Capt. LAW Kwun-pan	HK Pilots Association
Capt. TANG Chiu-hung	-ditto-
Mr. SHUM Yum-pui	-ditto-
Mr. Tony LI Tai-fai	MO/Pilotage, Marine Department

#### **Absent with Apologies**

Capt. Alan Loynd	Master Mariner
Mr. CHUI Hing-cheung	Representing Oil Terminal Operators

## **OPENING REMARKS**

1. The Chairman welcomed all present and introduced to members that, since the last meeting held on 17 January 2003, 3 non-official PAC members, i.e. Mr. WONG Yiu-kwong (representing Hong Kong Liner Shipping Association vice Capt. LEE Tai-kuen), Mr. Sam ROSE (representing Dry Bulk Cargo Operators vice Mr. Richard Lancaster) and Mr. CHUI Hing-cheung (representing Oil Terminal Operators), had been appointed/reappointed. Mr. Sam ROSE and Mr. CHUI Hing-cheung had sent apologies for their absence and were represented at the meeting by Mr. Frank LAM and Mr. Francis LEUNG respectively.

## **AGENDA ITEMS**

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

2. One proposed amendment to paragraph 8 of the minutes of last meeting on 17 January 2003 was received from the HKPA, which suggested to amend "the Hong Kong Liner Shipping Association (HKSLA)" to read as "the Hong Kong Liner Shipping Association (HKSLA)/*Port Affair Working Group of HKGCC Shipping Committee*". Members agreed and the minutes of last meeting were confirmed without any further amendments.

### **II. Interviewing of Apprentice Pilot**

3. The applicants, Mr. LAM Siu-wah, Nigel and Mr. WONG Wing-foo, Paddy, who had already passed the necessary medical examination, 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. Mr. LEE Ka-mo remarked that the applicants could make further effort, e.g. taking relevant training courses, to enhance their language proficiency and communication skills for reaching a higher level of competency in their career as a pilot.

(Post-meeting notes: Mr. LAM and Mr. WONG registered as apprentice pilots on 11.6.2003.)

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

#### **(i) PAC Paper No. 4/2003 “Study on Marine Traffic Risk Assessment for Hong Kong Waters”**

4. Mr. M K CHAN presented the paper, which introduced the background and phasing of the Study on Marine Traffic Risk Assessment for Hong Kong Waters, and reported to the members of its progress.
5. Upon enquiry from Capt. LI Kwan-wood and Mr. Terence SIT, Mr. M K CHAN said that the Study started in end May and the part to be completed by the consultant would take about 9 months. The Chairman supplemented that progress report of the Study might be presented to the PAC if and when the Marine Department had obtained sufficient data and analysed information for the Study, say, at the end of Phase 2.
6. Capt. SO Ying-kit said that all pilots, who were working day and night on Hong Kong Waters, would be happy to offer assistance at any time in providing useful data to the consultant of the Study if and when required. The Chairman thanked for his kind offer and cooperation.
7. The Chairman told the meeting that Capt. Alan Loynd, though had to be absent from the meeting, had given his written comment on the paper, which suggested that “the Study be expanded to assess the risk of reducing pilots and tugs as is being proposed in pending amendments to the Berthing Guidelines, and also the speed limits in the harbour”. In response, the Chairman confirmed that the suggestion could be further considered subject to the findings and recommendations of the Study.
8. Capt. CHAN Shui-hoi asked and the Chairman replied that, for any questions about the Study, members could contact Mr. M K CHAN for details.

#### **(ii) PAC Paper No. 5/2003 “Progress on the Container Terminal 9 Development Project”**

9. Mr. K L WONG introduced the paper and briefed members of the progress on the works associated with the construction of the CT9 that include the dredging at the Kwai Chung basin and in the nearby fairways and the realignment of the Northern Fairway.

10. Upon enquiry from Capt. SO Ying-kit, Mr. T C SIN replied that the Marine Department would look into the busy traffic at the Rambler Channel and would make a detailed inspection before CT9 was put into operation. The HKPA and the industry would be informed if there were any special traffic arrangements to be made.
11. In response to Mr. Ma Yan-kwong's concern, Mr. T C SIN confirmed that the Kwai Chung Basin would be dredged to a depth of 15 metres and the announcement might probably be made in August. As for the maximum draft for individual berth, all concerned agents, terminal operators and pilots etc. might wish to refer to the Berthing Guidelines, which would be amended and updated from time to time.

#### **IV. Any Other Business**

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

12. Mr. SIN Tak-cheung gave a brief account of the background of the first BOD case in 2003 about the collisions between M.V. "MMM Mersey" and M.V. "Sheng Shi 5 Hao" at the west coast of Tsing Yi Island on 31 March 2003. He concluded that a warning in writing, which should be entered in record but should be removed 12 months after its entry, was issued to the pilot of M.V. "MMM Mersey" on 14 May 2003.
13. The Chairman thanked Capt. SO Ying-kit, Mr. Jimmy NG and Mr. SIN Tak-cheung for giving their valuable time and expertise while serving on the Board.

##### **(ii) Training for the Apprentice Pilots**

14. Mr. Jimmy NG suggested that for enhancement of communication skills and bridge management skills the Apprentice Pilots could be benefited from arrangements of on-the-job trainings. The Chairman agreed and Mr. T C SIN said that he was following up on the same subject and would put it up for discussion at the Working Group meeting.

##### **(iii) Internal Guidelines for Pilot Boarding an Inbound Vessel during SARS Period**

15. Internal guidelines for pilot boarding an inbound suspected SARS vessel prior quarantine

by Port Health and boarding an inbound vessel from a SARS infected area carrying crew member of abnormal body temperature but not suspecting SARS, which were produced by the HKPA, were tabled at the meeting.

16. Mr. K M LEE said that, from Mardep point of view, he had no comments on the internal guidelines. He told the members that, at another meeting, he on behalf of the Pilotage Authority had discussed with the pilots and the industry, in particular the Liner Shipping Association and the Hong Kong General Chamber of Commerce, about the arrangements of provision of pilotage services and reached the following arrangements –

(a) If prior clearance by Port Health could not be arranged for a suspected plague vessel that had to come into the Hong Kong Harbour to quarantined anchorage, pilotage service was encouraged despite the pilot not physically on board the vessel. The pilotage service could be provided by a pilot on either a pilot boat or a tugboat. It was not a normal arrangement and so this mode of operation was to be agreed upon by the user, i.e. the Master at the time.

(b) If the Master refused this mode of pilotage service and expressed confidence to bring the vessel to the quarantined anchorage, he could apply for a Pilotage exemption. The Pilotage Authority would consider the merits of such an exemption if the situation warranted.

(c) Any pilot who refused to perform duty on any vessel cleared by Port Health, which should be treated as a normal ship, would be subject to action to be taken by the Pilotage Authority according to the Pilotage Ordinance.

17. Mr. Y P SHUM responded that the pilots would do their best to serve the vessels as far as possible and practicable. As cases were different, there would be no hard and fast rules for handling each case. The pilots would deal with them on a case by case basis in conjunction with Mardep.

## **V. DATE OF NEXT MEETING**

18. There being no other business, the meeting ended at 12:15 a.m. The date of next meeting would be announced in due course.