

## PILOTAGE ADVISORY COMMITTEE

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

### Minutes of the Pilotage Advisory Committee Meeting

Date : 23 April 2004 (Friday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 9:30 a.m.

#### Present

Chairman:	Mr. R F TUPPER	Deputy Director of Marine
Member:	Capt. LI Kwan-wood	Master Mariner
	Mr. MA Yan-kwong	Representing Containers Terminal Operators
	Mr. KONG Cheuk-kwan	Representing Dockyard Industry
	Mr. Frank LAM	Representing Dry Bulk Cargo Operators
	Mr. WONG Yiu-kwong	Representing HK Liner Shipping Association
	Capt. SO Ying-kit	Representing HK Pilots Association
	Capt. CHAN Shui-hoi	Representing HK Pilots Association
	Mr. YOUNG Yick-sing	Representing HK Shipowners Association
	Mr. CHUI Hing-cheung	Representing Oil Terminal Operators
	Capt. WU Ka-shun	Representing Tug Operators
	Mr. LEE Ka-mo	AD/PC, Marine Department
	Mr. SIN Tak-cheung	GM/VTS, Marine Department
	Mr. TONG Ho-lok	S/MAI(1), Marine Department
Secretary:	Ms. Shirley HO	ADS/C&G, Marine Department

#### In Attendance

Mr. Terrence Sit	HK General Chamber of Commerce
Capt. YEUNG Man-chor	HK Pilots Association (HKPA)
Capt. LAW Kwun-pan	-ditto-
Capt. TANG Chiu-hung	-ditto-
Mr. SHUM Yum-pui	-ditto-
Dr. Richard COLWILL	BMT Asia Pacific Ltd.
Mr. CHAN Ming-kwong	SMO/P&D1, Marine Department
Mr. Tony LI Tai-fai	MO/Pilotage, Marine Department

#### Absent with Apologies

Capt. Joseph FONSEKA	Master Mariner
Mr. NG Jim-mi, Jimmy	Master Mariner
Mr. CHEUNG Shun-hing	Representing Break Bulk Cargo Operators

## **OPENING REMARKS**

1. The Chairman welcomed all present. He told the meeting that Mr. CHEUNG Shun-hing, Capt. Joseph FONSEKA and Capt. Jimmy NG were not able to attend the meeting and had sent apologies for absence.

## **AGENDA ITEMS**

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

2. The minutes of the last meeting held on 15 December 2003 were confirmed without any amendments.

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

3. Five applicants, Mr. CHAN Chi-ming, Mr. LAM Shu-wing, Mr. MAK Kwok-choi, Mr. WAN Shu-ming Terence, and Mr. WONG Chi-shing Ricky, who had already passed the necessary medical examination, were asked in separate sessions to brief members of their own background. Having asked the five 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: With the approval from the Pilotage Authority, Mr. CHAN, Mr. LAM, Mr. MAK, Mr. WAN and Mr. WONG registered as apprentice pilots on 23 April 2004.)

4. Members discussed further the performance and the language proficiency of the applicants. They commented that some of the applicants were nervous and had not presented themselves well in English. Members unanimously agreed to emphasize again that pilots should be conversant with English so that chances of

communication breakdowns with the expatriate shipmasters could be minimized and navigation safety could be ensured within Hong Kong Waters.

5. Mr. Frank LAM opined and Mr. LEE Ka-mo echoed that the purpose and functions of interviewing the apprentice pilot applicants by the PAC members appeared to be blurred and diminishing. They questioned if the PAC had ever rejected any apprentice pilot applicants after the interviews.
6. The Chairman replied that the interview of apprentice pilots was a formality under the statutory requirement and it provided good opportunity for all prospective pilots and the committee members to meet and know each other. Capt. SO Ying-kit and Mr. SHUM Yum-pui supported the continuation at such interviews to benefit both trainee pilots and members at the PAC. The Secretary was asked to search out information about the recommendation of apprentice pilot applicants by the PAC in the past years. The Chairman said that members' opinions would be conveyed to the Pilotage Authority (PA).

(Post-meeting notes: The Secretary went through the minutes of meetings back to November 1969 and found that all apprentice pilot applicants had been accepted by the PAC. For those applicants who had not performed well at the interviews, particular riders were recorded in the minutes of meeting to show the reservation or the advice of the Committee. The Chairman discussed the issue with the PA. It was concluded that, since the PAC interview of prospective apprentice pilots was required under Section 2 of the Pilotage Regulations (Cap.84A) prior to the PA registering the pilot, the PA wished that such interviews would continue.)

### **III. Discussion Item**

#### **(A) Training and Development Programme for Apprentice Pilots**

7. Capt. YEUNG Man-chor gave members an account of the training and development programme for an apprentice pilot. He detailed the appropriate experience specified in the First Schedule of the Pilotage Order (Cap. 84, Section

22) that an apprentice pilot should gain within a period of not less than 6 months and not more than 12 months or such longer period as might be allowed by the PA after consultation with the PAC. He added that the HKPA had formed a Training Team to deal with all training-related matters for apprentice pilots and introduced a coach pilot scheme to provide better training and closer monitoring to the apprentice pilots.

8. Capt. YEUNG further explained the experience required for the classes of pilotage and for amendment of a licence to a higher class of pilotage, i.e. from Class IID to Class I, as specified in the Third Schedule of the Pilotage Order, and the practical training that the HKPA would provide for the pilots.
9. Mr. Tony LI advised that a new full mission ship simulator was newly installed in the Marine Department (MD) Training Centre. The ship simulator could replicate the “bridge” of seagoing vessel and realistically duplicate weather and sea condition experienced at sea and provided realistic models on various ship types at various loading conditions. Like other ship simulators in many parts of the world, the MD ship simulator could be used for ship handling training and studies, pilotage training and assessments, trial berthing, port planning and development studies and assessment.
10. He suggested that in addition to practical pilotage training on board, the HKPA should make use of the MD ship simulator to supplement their pilotage training, in particular for the training of the new apprentice pilots as it could enhance the pilotage safety and professionalism.
11. Capt. YEUNG and Capt. SO Ying-kit responded that the existing practical exercises had provided lots of experience required by the pilots and the apprentice pilots but the HKPA would seriously consider Mr. LI’s suggestion. Mr. LI said that he would contact the MD Training Centre and HKPA for further arrangements on this issue.

12. Upon enquiries from Mr. CHUI Hing-cheung and Mr. Terrence SIT, Capt. YEUNG replied that –

- (a) Safety training and all updated knowledge on new technologies would be included in various talks, seminars and workshops arranged for all classes of pilots; and
- (b) Regarding the language skill training on Putonghua, all pilots were encouraged to enrich themselves by attending lessons, speaking and communicating more with the mainland shipmasters. Capt. YEUNG suggested and the Chairman noted that the Assistant Marine Controllers of MD should also be well trained to be conversant with Putonghua to facilitate a better communication with the pilots and Putonghua-speaking captains.

**(B) PAC Paper No. 2/2004 “Study on Marine Traffic Risk Assessment for Hong Kong Waters (Stage I Final Report)”**

13. Mr. CHAN Ming-kwong introduced the paper and Dr. Richard COLWILL presented the findings of the Stage I Study, its conclusion and recommended measures.

14. Members asked for clarification associated with the proposed "Passage Plan Approval System" (PPAS). Dr Richard COLWILL explained that this proposal was targeted at the management of large vessel movements, should the Western Shenzhen ports continue to expand services with larger vessels. This issue was particularly significant for transits around Ma Wan, which faced tidal restrictions for vessels over approximately 200m. It was identified that a system that could immediately identify potential conflicts with passage plans submitted for vessels already within the existing Vessel Traffic System (VTS) would improve port efficiency, and minimize the opportunity for collisions between ocean-going vessels.

15. Dr Richard COLWILL identified that a series of risk control measures had also been tested to improve the navigation safety of smaller vessels. These involved the relocation of fairways within the Western Harbour and options for traffic separation within Western Waters. Of the options tested the proposals for strict speed discipline in Central Harbour and a central dividing buoy at the western end of Urmston Road illustrated an opportunity of positive consideration.
16. Members raised no further views and the Chairman concluded that the study would move to Stage II and the Marine Department would liaise and discuss with other relevant Government bodies to review and develop a strategy to further implement risk controls. Members would be informed of the progress at the next stage.

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

##### **(A) Updated Berthing Guidelines (BGL) and Revised Pilot Booking Form**

17. Mr. Tony LI reported that the updated BGL and the revised Pilot Booking Form had been uploaded onto the MD website for general reference and downloading. Starting from this version, the BGL was published in PDF format, instead of HTML format, to facilitate users to download a copy of the entire or parts of the BGL at one time.

##### **(B) Lamma Power Station N&S Berths: Updated Sounding data**

18. Mr. SHUM Yum-pui updated the meeting that, according to the latest sounding data provided by the Hydrographic Office of MD, it was found that there were many high spots of less than 15m sounding scattering over the approaching channel and basin for the Lamma Power Station (N) & (S) wharves of Hong Kong Electric Co. Ltd. (HKE). The Provisional BGL for draft 14.6m would therefore be suspended until the committed depth, i.e. 16m, had been realized.

(Post-meeting notes: HKE conducted the removal works for the high spots and the approaching channel and basin for the Lamma Power Station (N) & (S) wharves

had been dredged to a level of minimum –15.0mCD. The HKPA advised that the Provisional BGL (Draft 14.6m) for the area was resumed on 28 May 2004.)

**(C) Implementation of the International Ship and Port Facility Security (ISPS) Code**

19. The Chairman briefed members of the following progress of implementing the International Ship and Port Facility Security (ISPS) Code in Hong Kong –

- (a) A total of 31 port facilities were required to comply with the ISPS Code. All of them had had their security assessments completed and endorsed. Among which, the Hongkong International Terminals Limited and the Modern Terminals Limited had also completed their security plans and completion by the remainder was expected by the end of May 2004;
- (b) As far as the pilots and the terminals were concerned, the development of most ship security plans would result in significant increase in the inspection of identity document when boarding ships either from the pilot launch or in the terminal. The Liner Shipping Association was therefore requested to arrange for more detailed briefings on the identity inspection issue. Copy of the Identity Card of a licensed pilot had been passed to the parties concerned to facilitate an easy reference by the related security personnel. Pilots were reminded to ensure that they had got their valid Identity Card and would carry it at all working times;
- (c) The Maritime Security Levels for the port of Hong Kong and Hong Kong registered ships would be published on 1 June 2004. The ISPS Code, applicable to ships and port facilities, would enter into force on 1 July 2004; and
- (d) On Port State Control, the International Maritime Organization and the Tokyo Memorandum of Understanding would issue guidelines to implement the ISPS Code by port state and MD would follow the

instructions and guidelines accordingly.

**V. Date of Next Meeting**

20. There being no other business, the meeting ended at 12:30 p.m. The date of next meeting would be announced in due course.