

PILOTAGE ADVISORY COMMITTEE

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

Minutes of the Pilotage Advisory Committee Meeting

Date : 4 October 2004 (Monday)
Place : Conference Room A, 24/F, Harbour Building
Time : 2:30 p.m.

Present

Chairman:	Mr. R F TUPPER	Deputy Director of Marine
Member:	Capt. Joseph FONSEKA	Master Mariner
	Capt. LI Kwan-wood	Master Mariner
	Mr. NG Jim-mi, Jimmy	Master Mariner
	Mr. Bengt William Claesson	Representing Break Bulk Cargo Operators
	Mr. MA Yan-kwong	Representing Containers Terminal Operators
	Mr. KONG Cheuk-kwan	Representing Dockyard Industry
	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. LAW Kwun-pan	HK Pilots Association (HKPA)
Capt. TANG Chiu-hung	-ditto-
Mr. SHUM Yum-pui	-ditto-
Mr. Paul LAU	Senior Civil Engineer, HEC
Mr. K T HUNG	Civil Engineer, HEC
Mr. CHAN Ming-kwong	SMO/P&D1, Marine Department
Mr. Tony LI Tai-fai	MO/Pilotage, Marine Department

Absent with Apologies

Mr. Frank LAM	Representing Dry Bulk Cargo Operators
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OPENING REMARKS

1. The Chairman welcomed all present. He particularly welcomed Mr. Bengt Claesson, who was appointed to replace Mr. CHEUNG Shun-hing with effect from 2 August 2004, representing Break Bulk Cargo Operators, for his first attendance at the PAC meeting. He also told the meeting that Mr. Frank LAM was not able to attend the meeting and had sent apologies for his absence.

AGENDA ITEMS

I. Confirmation of Minutes of Last Meeting

2. The Chairman informed members that a number of proposed amendments to the minutes of last meeting were received, incorporated into the revised minutes and re-circulated for members' confirmation. Members raised no further comments at the meeting and the minutes of the meeting held on 23 April 2004 were confirmed.

II. Matters Arising from Previous Minutes

Training and Development Programme for Apprentice Pilots (Para. 11, Page 4, minutes of last meeting)

3. Mr. Tony LI reported that meetings had been held with pilots from HKPA and officers from MD Training Centre to discuss the proposed use of MD Ship Simulator for pilotage training. Two classes of 3-days simulation training, which covered tailor-made scenarios in extreme tidal current conditions, restricted visibility and emergency situations such as failure of steering, failure of engine etc., were conducted for a total of 8 apprentice pilots in June and July respectively. Assessment reports were issued thereafter to the participating trainees and the HKPA to reflect their strength and weaknesses in doing the simulation exercises

for improvement. The apprentice pilots gave positive feedback on the use of ship simulator in training.

4. Mr. Tony LI added that simulations were recommended in initial training for trainee pilot and as a means for periodical refresher training for licensed pilots as stated in the recent IMO Resolution A.960 - Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-sea Pilots.
5. Mr. LEE Ka-mo said that, since there were a number of incidents in the past few months, the Pilotage Authority had tasked him to seriously look into the existing legislation to see whether MD could do either administratively or through training programmes provided to pilots involving in accidents to make some improvements. He was of the view that, in the interim, simulation training as a supplement to the training programmes already in place would be one of the feasible measures to help enrich pilots' experience and knowledge in providing harbour pilotage service.
6. Capt. SO Ying-kit and Mr. SHUM Yum-pui responded that the HKPA was in favour of the abovementioned simulation training programme for the apprentice pilots after considering the positive feedback from his pilot training officer. An extension of the programme to licensed pilots was something that needed to be considered in more depth.
7. Mr. Jimmy NG raised that the HKPA could make reference to the "Continuous Professional Development" (CPD) system adopted by the other professional bodies to ensure the continued proficiency of licensed pilots. Capt. LAW Kwun-pan said that it was a good idea and details could be considered and worked out later.
8. Mr. Tony LI thanked members and the HKPA for their general support to the use of ship simulator for training of apprentice pilots. He suggested and the meeting agreed to form a working group with the following basic composition to discuss

the pilots training-related matters -

Chairman : Mr. Jimmy NG
Members : Licensed pilots nominated by the HKPA
Capt. WU Ka-shun
Capt. Joseph Fonseka
Mr. Tony LI
SMO/Training or MO/Training, MD
Secretary : Ms. Shirley HO

9. Details would be worked out at the first working group meeting and progress would be reported at the next PAC meeting.

PAC Paper No. 2/2004 “Study on Marine Traffic Risk Assessment for Hong Kong Waters (Stage I Final Report) (Para. 13-16, Pages 5-6, minutes of last meeting)

10. The Chairman advised that a paper to take this issue forward had been prepared and would be presented at this meeting, i.e. discussion item 2: PAC Paper No. 4/2004 – “Study on Marine Traffic Risk Assessment for Hong Kong Waters (Implementation of Recommended Improvement Measures)”.

Implementation of the International Ship and Port Facility Security (ISPS) Code (Para. 19, Page 7, minutes of last meeting)

11. The Chairman updated members that the Code was implemented on 1 July 2004. According to the Port Area Security Advisory Committee meeting held in late September, it was generally agreed that the implementation had been smooth and the focus was now on training and auditing and the other requirements associated with the ongoing application of the Code. Capt. SO Ying-kit confirmed that situation was satisfactory and he did not envisage any problems related to pilotage on the ISPS Code. The Chairman asked members to bring up to MD if they had any comments or feedback on this issue in future.

III. Discussion Item

(A) PAC Paper No. 3/2004 – “Tidal Current Study for HEC Lamma Jetty and Navigation Channel”

12. Mr. Paul LAU presented the paper in details and sought members’ endorsement to start the data collection and analysis for a period of 6 months from January 2005.
13. Capt. SO Ying-kit suggested that the data collection should cover a period of 12 months because the data to be gathered during the northeast and the southwest monsoon period and the months from April to August was particularly important. It was agreed that HEC would conduct a 6-month data collection and analysis first and report the findings to the PAC. HEC agreed to carry on the data gathering from the 7th month should the PAC request more data should the initial study be insufficiently conclusive.
14. Mr. SHUM Yum-pui and Capt. CHAN Shui-hoi reminded the HEC and its consultants to work closely with MD Hydrographer to ensure accuracy and authenticity of the data they would be collecting. Mr. Paul LAU agreed and also requested HKPA’s assistance to provide input and advice when necessary.
15. The meeting endorsed the proposal for tidal current study. HEC would start the data collection in January 2005 and report back to the PAC in mid 2005.

(B) PAC Paper No. 4/2004 – “Study on Marine Traffic Risk Assessment for Hong Kong Waters (Implementation of Recommended Improvement Measures)”

16. Mr. CHAN Ming-kwong introduced the paper and its recommended implementation strategies.
17. Mr. SHUM Yum-pui and Capt. CHAN Shui-hoi opined that the pilots, who had daily experience in using the water channel day and night, should be most suitable to make comments or recommendations about the measures to be taken. However, they thought that they had not been given ample chances to contribute much in this study.

18. Mr. LEE Ka-mo addressed the HKPA's concern and agreed that more inputs from the HKPA could undoubtedly enrich the content of the study report. He clarified that the implementation of the "Passage Plan Approval System" (PPAS) might not necessarily cause delay of vessels in and out of the Shenzhen ports. He also considered that the increase of the number of vessels transiting the channel did not imply a proportional correlation with the possible increase of number of accidents. He said that, internally, MD had to scrutinize all the recommendations and work together with the consultants to see what could be implemented and which was worth keeping in view.
19. In reply to Capt. SO Ying-kit, Mr. LEE Ka-mo expressed his view that further thought was needed on the formation of a working group to study the marine risks associated with navigation in the waterway of north Lantau including Ma Wan Fairway. He offered to accompany one of the pilots to take a night trip through that area to assess the situation and identify problems and risks personally. After that, the framework and the guidelines for the working group could be worked out. He also suggested and members agreed that the working group should be formed under the Port Operations Committee (POC) so that the recommendations could be made in a wider perspective, e.g. traffic conditions and traffic regulations, rather than just advising the Pilotage Authority on matters relating to pilotage services. Supported by the HKPA, the Chairman concluded that the setting up of the working group would be taken forward by the POC but progress of which would also be reported to relevant committees, including the PAC.
20. Upon invitation by the Chairman, the HKPA, Mr. WONG Yiu-kwong, Mr. CHUI Hing-cheung, Capt. Joseph Fonseka and Capt. WU Ka-shun expressed interest in joining the working group.

(C) PAC Paper No. 5/2004 – "Proposed Amendments to the Berthing Guidelines"

21. The Chairman briefed members that the paper, previously a PAC Working Group (WG) paper, was circulated and endorsed by all WG members in August 2004. Without any other comments, the meeting endorsed the paper unanimously to

make the proposed amendments formally effected.

IV. Any Other Business

(A) Ways Forward in Monitoring the Provision of Pilotage Service

22. Mr. LEE Ka-mo registered that, given the recent increase of number of vessels accidents involving pilots, a paper would be prepared and distributed to members for discussion about the ways forward in monitoring the provision of pilotage service in Hong Kong at the next PAC meeting.

(B) Visit to MD's Training Centre

23. Mr. Terrence SIT proposed that a visit to MD's Training Centre at the Stonecutter Island should be arranged for PAC's members to broaden their understanding on the ship simulator. Mr. LEE Ka-mo suggested and members supported that the visit could be held after the next PAC meeting and the buffet lunch in Tin Hau thereafter.

(Post-meeting notes: Owing to time limitation of the meeting to be held on 7 February 2005, the buffet lunch and the visit to the Training Centre would be deferred until the next PAC meeting.)

(C) Putting Up of VTC Dynamic AIS Data onto the MD Web

24. Mr. SHUM Yum-pui enquired if the VTC dynamic AIS data could be put up on MD website to facilitate them to locate the pilots onboard and the ships so that clearer picture of the marine traffic could be provided for pilots. The Chairman expressed his understanding that ship owners were opposed to this proposal because of security concerns and this view was shared by MD. Mr. WONG Yiu-kwong confirmed that the AIS data should not be open to the public.

V. Date of Next Meeting

25. There being no other business, the meeting ended at 4:10 p.m. The date of next meeting would be announced in due course.

(Post-meeting notes: The next meeting was scheduled for 10 a.m. on 7 February 2005.)