

PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/29 (18)

Minutes of the Pilotage Advisory Committee Meeting

Date : 30 June 2005 (Thursday)
Place : Conference Room A, 24/F, Harbour Building
Time : 10 a.m.

Present

Chairman:	Mr. R F TUPPER	Deputy Director of Marine
Member:	Mr. NG Jim-mi, Jimmy	Master Mariner
	Mr. Bengt William Claesson	Representing Break Bulk Cargo Operators
	Mr. Harry LAM	Representing Containers Terminal Operators
	Mr. LI Pok-yan	Representing Dockyard Industry
	Mr. Frank LAM	Representing Dry Bulk Cargo Operators
	<i>(on behalf of Mr. Edward CHIU)</i>	
	Mr. WONG Yiu-kwong	Representing HK Liner Shipping Association
	Capt. CHEN Yu-chi	Representing HK Pilots Association
	Capt. PAU Sai-hung	Representing HK Pilots Association
	Mr. CHENG Siu-lun	Representing Oil Terminal Operators
	Mr. LEE Ka-mo	AD/PC, Marine Department
	Mr. BUTT Lee-yuen	GM/VTS(Ag), Marine Department
	Mr. TONG Ho-lok	S/MAI(1), Marine Department
Secretary:	Ms. Shirley HO	ADS/C&G, Marine Department

In Attendance

Mr. SHUM Yum-pui	HK Pilots Association (HKPA)
Miss Agnes CHAN	-ditto-
Mr. Tony LI Tai-fai	SMO/P&D(3), Marine Department
Mr. George KWOK Tung-ming	MO/Pilotage, Marine Department
Mr. Andrew NG Lap-hay	MO/PCU, Marine Department

Absent with Apologies

Capt. Joseph FONSEKA	Master Mariner
Capt. LI Kwan-wood	Master Mariner
Mr. YOUNG Yick-sing	Representing HK Shipowners Association
Capt. Alan LOYND	Representing Tug Operators

OPENING REMARKS

1. The Chairman welcomed all present. He extended particular welcomes to the following members and observers, who were attending the PAC for the first time –

Members

- (a) Mr. CHENG Siu-lun, representing Oil Terminal Operators vice Mr. CHUI Hing-cheung; and
- (b) Mr. Harry LAM, representing Container Terminal Operators vice Mr. MA Yan-kwong.

Observers

- (a) Miss Agnes CHAN, representative of Hong Kong Pilots Association; and
 - (b) Mr. Andrew NG, MO/PCU, Marine Department.
2. The Chairman told the meeting that Capt. Joseph FONSEKA, Capt. LI Kwan-wood, Capt. Alan Loynd and Mr. YOUNG Yick-sing were not able to attend the meeting and had sent apologies for absence.

AGENDA ITEMS

I. Confirmation of Minutes of Last Meeting

3. The minutes of last meeting were confirmed subject to the following amendments-
 - (a) Line 2, paragraph 7, page 3
“PLVAC” to be replaced by “PAC”; and
 - (b) Line 2, paragraph 16, page 5
“bulker boats” to be replaced by “bulk carriers”.

II. Interviewing of Apprentice Pilot

4. Two applicants, Mr. CHIANG On-tao Andy and Mr. FAN Wai-biu, 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.

(Post-meeting notes: With the approval from the Pilotage Authority, Mr. CHIANG and Mr. FAN registered as apprentice pilots on 4 July 2005.)

III. Matters Arising from Previous Minutes

Visit to MD's Training Centre (Para. 10, Pages 4, minutes of last meeting)

5. The Chairman apologized for having put off the visit to MD's Training Centre. He informed members that the visit and a buffet lunch on Tin Hau had been arranged. Members were invited to join them after the meeting.

Adjustment to Pilotage Tariff (Para. 22-23, Page 9, minutes of last meeting)

6. The Chairman thanked the Hong Kong Liner Shipping Association and the Hong Kong Pilots Association for concluding the discussion on the tariff adjustment. The paper on "Adjustment to Pilotage Dues", i.e. PAC Paper No. 2/2005, was circulated to PAC members and endorsed in April 2005. The adjustment was discussed at and supported by the LegCo Economic Services Panel on 27 June 2005 and would be gazetted on 30 June 2005. It would be tabled in LegCo on 6 July 2005 and should come into force in November 2005.

IV. Discussion Item

PAC Paper No. 6/2005 – “Study on Development of an Underkeel Clearance System”

7. Mr. Tony LI gave an introduction of the paper and invited Dr. Kim KLAKA and Mr. Martin HOLBROOK, the representatives of the consultants of Curtin University, to briefly present the findings of the study.
8. Dr. Kim KLAKA stated that the objective of the study was to recommend an underkeel clearance (UKC) system to provide optimal UKC for deep draft container ships calling at Hong Kong. Consequent to a comprehensive study and analysis of its findings, it was concluded that UKC system was not recommended for the time being. Instead, a two-stage approach was proposed. The first stage was to implement an environmental data collection programme. The second stage was to review the UKC guidelines in light of the acquired data and then reconsider the installation of a dynamic UKC system.
9. Upon enquiries from Mr. Jimmy NG and the Chairman, Dr. Kim KLAKA and Mr. Martin HOLBROOK made the following replies –
 - (a) The accuracy of the methodology used for the field survey was high with some technical figures; and
 - (b) The causes of the roll motion in the Western Fairway were not yet identified. Ocean wave from outside harbour or rudder effect might be the possible causes. Further study would be required to look into the issue.
10. In response to Mr. CHENG Siu-lun, the Chairman said that the present UKC study was focused on container vessels but as it should be an on-going study, inclusion of other types of vessel might be considered in future.

11. Given that some members requested more time to study the paper, the Chairman asked members to return their feedback to the PAC Secretary for coordination and onward transmission to the consultant for finalization of the study report, within six weeks from the meeting date, i.e. by mid August 2005. Capt. PAU Sai-hung said that he would circulate the paper internally to collect views from the licensed pilots.

PAC Paper No. 4/2005 – “Revised Examination Syllabuses for Class I and Class II Pilots”

12. The Chairman briefed members that, given the views exchanged in paragraphs 12 and 13 of minutes of last meeting, the PAC Paper No. 1/2005 “Revised Examination Syllabuses for Class I and Class II Pilots” was returned to the Working Group on Training and Certification for Pilots for further deliberation.
13. Mr. TONG Ho-lok said that members’ comments given to the PAC Paper No. 1/2005 were received. The working group members had an active discussion at its meeting on 14 June 2005 and came up with a revised paper, i.e. PAC Paper No. 4/2005. He briefly introduced the contents of the PAC Paper No. 4/2005, highlighted the differences between the two papers and sought members’ endorsement on the revised examination syllabuses.
14. Members had no comments on the paper and endorsed the revised examination syllabuses (revised version, June 2005) unanimously.

PAC Paper No. 5/2005 – “Proposals to Establish Anchorages at Kellett Bank and in Waters off Sham Shui Kok”

15. The Chairman gave a brief account of the paper and Mr. BUTT Lee-yuen provided details of the configuration and operation of the proposed five anchorages at the Kellett Bank and off Sham Shui Kok.

16. Capt. CHEN Yu-chi responded that the licensed pilots were happy with the establishment of the three anchorages at the Kellett Bank. However, he expressed the following worries over the proposed two anchorages off Sham Shui Kok –
- (a) There were a lot underwater obstructions around the said area, such as gas pipeline, water pipeline and sewage pipeline; and
 - (b) There was shallow patch, which was about 5m in depth with no navigation aids nearby, for approaching to anchorage no. 2.
17. In response to Capt. CHEN Yu-chi’s proposal of putting mooring buoys instead of assigning the said Sham Shui Kok area as anchorages, the Chairman suggested and members agreed to a trial period of putting a couple of mooring buoys but no anchorage. Gazettal of the proposals and amendments to the relevant regulations would however be processed given that the areas would not actually be used as an anchorage for the time being. Situation would be reviewed at a later stage and the subject would come back to this Committee and the Port Operations Committee in due course.

V. Any Other Business

IMO MSC/Circ. 1156 – “Guidance on the Access of Public Authorities, Emergency Response Services and Pilots On Board Ships to which SOLAS Chapter XI-2 and the ISPS Code Apply” (the Guidance)

18. The Chairman introduced the IMO MSC/Circ. 1156 (the Circular), which was tabled at the meeting for members’ reference. He told members that the Maritime Safety Committee at its meeting in May 2005 approved the Guidance as set out at annex of the Circular. The Guidance pointed out that the authority should make effort to simplify as much as possible the access for pilots on board

ships for carrying out pilotage duty under the implementation of the ISPS Code In Hong Kong, a pilot would have an identification card with the photograph of the pilot. A copy of the standard pilot's identity card was being circulated to all the ship and liner operators in Hong Kong. It was expected that all the concerned shipmasters and their security personnel would know what the identification document was exactly looked like so that an access of pilots to the ships and port facilities could be facilitated.

19. Capt. PAU Sai-hung confirmed that there had been no problems for the pilots on board the ships since the implementation of the ISPS Code. The Pilot's identity card had sufficiently served the purpose. In addition, it was a customary practice that the pilot would be escorted from the deck to the navigation bridge on arrival and vice versa during the departure. He concurred with the Chairman that the existing system should be maintained unless any difficulties were found in future.

Revised Pilot Booking Form

20. Mr. SHUM Yum-pui referred members to the revised pilot booking form tabled at the meeting. He pointed out a minor amendment made, i.e. the addition of an item "IMO No.", on the upper half of the form.

New Declared Depth of Kwai Chung Berths No. 8 & No. 9

21. Mr. Harry LAM informed members that the declared depth of Kwai Chung Berths No. 8 and No. 9 had been increased to -15.5mCD falling in line with that of Berth No. 10.

VI. Date of Next Meeting

22. There being no other business, the meeting ended at 11:30 p.m. The date of next meeting would be announced in due course.