

# **PILOTAGE ADVISORY COMMITTEE**

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

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

Date : 1 November 2005 (Tuesday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 11 a.m.

### **Present**

Chairman:	Mr. R F TUPPER	Deputy Director of Marine
Member:	Capt. LI Kwan-wood	Master Mariner
	Mr. Harry LAM	Representing Containers Terminal Operators
	Mr. LI Pok-yan	Representing Dockyard Industry
	Mr. Edward CHIU	Representing Dry Bulk Cargo Operators
	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. SIN Tak-cheung	AD/PC(Ag), 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. Tony TSE Wing-cheung	Hongkong International Terminals Ltd.
Mr. Terence SIT	Hong Kong General Chamber of Commerce
Mr. SHUM Yum-pui	HK Pilots Association (HKPA)
Capt. LAW Kwun-pan	-ditto-
Capt. AU Che-hung	-ditto-
Mr. Tony LI Tai-fai	SMO/P&D(3), Marine Department
Mr. Andrew NG Lap-hay	MO/Pilotage, Marine Department

### **Absent with Apologies**

Capt. Joseph FONSEKA	Master Mariner
Mr. NG Jim-mi, Jimmy	Master Mariner
Mr. Bengt William Claesson	Representing Break Bulk Cargo Operators
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 member and observer for their first PAC meeting in their present capacity –
  - (a) Mr. Edward CHIU, representing Dry Bulk Cargo Operators vice Mr. Frank LAM; and
  - (b) Mr. Andrew NG, the new MO/Pilotage of Marine Department (MD).
2. The Chairman told the meeting that Mr. YOUNG Yick-sing, Mr. Bengt CLAEISSON, Capt. Joseph FONSEKA, Mr. Jimmy NG and Capt. Alan LOYND were not able to attend the meeting and had sent apologies for absence.

## **AGENDA ITEMS**

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

(Mr. Harry LAM joined the meeting at this juncture.)

3. Mr. Harry LAM requested to add a paragraph on ‘New Depth of Kwai Chung Berths No. 8 & No. 9’ under the ‘AOB’ section of the minutes of last meeting. It was agreed that the Secretary would discuss with Mr. LAM after the meeting about how to amend the minutes.

(Post-meeting note: As agreed by Mr. LAM and the Chairman, the minutes of last meeting would be confirmed and uploaded onto the MD website subject to addition of the following paragraph –

## ***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.)*

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

4. The applicant, Mr. Alan MAK Wai-lun who had already passed the necessary medical examination, was asked to brief members of his background. Mr. MAK was asked some relevant questions about his motivation for joining the pilot profession, the reasons he found himself suitable to be a good pilot and the role of a pilot when encountering conflicting views from different parties such as the ship master, the Hong Kong Pilots Association or the Marine Department. The Chairman commented that Mr. MAK showed confidence and gave accurate answers during the interview. Members were satisfied with his qualifications, experience and interview performance. Supported by all members, the Chairman said that the Committee would recommend him to the Pilotage Authority for registration as apprentice pilot.

(Post-meeting notes: With the approval from the Pilotage Authority, Mr. MAK registered as apprentice pilot on 2 November 2005.)

## **III. Matters Arising from Previous Minutes**

### **PAC Paper No. 6/2005 - Study on Development of an Underkeel Clearance System (Para. 7-11, Pages 4-5, minutes of last meeting)**

5. Members were invited at the last meeting to forward their written comments on PAC Paper No. 6/2005 to MD. The Chairman thanked for the feedback from Mr. LI Pok-yan, Mr. Edward CHIU and Mr. Henry LEE. He said that their comments have been considered by the consultant and the conclusion of the study would be presented under the Agenda Item No. 2.

#### **IV. Discussion Item**

##### **PAC Paper No. 7/2005 – “Proposed Amendments to the Berthing Guidelines”**

6. Mr. Andrew NG presented to members the details of each of the proposed amendments. He said that the paper was originally the PACWG Paper No. 2/2005, which had been circulated to all working group members and no comments were received.
7. Members agreed that the proposed amendments were reasonable and endorsed the paper unanimously.

##### **PAC Paper No. 8/2005 – “Information Note on Study on Development of an Underkeel Clearance (UKC) System”**

(Mr. Tony TSE Wing-chung joined the meeting at this juncture.)

8. The Chairman introduced that the paper was a follow up of the discussion of PAC Paper No. 6/2005 presented at last meeting as well as a report concluding the Study on the Development of a UKC System.
9. Mr. Tony LI briefed the meeting of the three pieces of comments received from the members. He confirmed that the comments were found similar to the stakeholders’ views collected by the consultant and had been taken into account when the study report was finalized. Mr. Tony LI concluded that the study did not recommend any UKC system at this stage and the existing 10% UKC requirements was considered appropriate to meet the industry needs both in terms of safety and adequacy in the foreseeable future. He promised that MD would closely monitor the development and come back to the PAC if new technology and a change in demand requirements facilitated improvements to the present UKC system. He also took the opportunity to thank all members for their kind assistance and support to the Study, in particular the Hong Kong Pilots Association for provision of pilotage launch to transport the consultant team to and from the container vessels.

10. In response to Mr. Harry LAM, the Chairman said that, in view of the findings of study report, he was convinced that 10% was an appropriate figure for Hong Kong and the percentage had allowed sufficient flexibility for freeing vessels from risks. The Chairman mentioned that the existing shallow patches out of the western fairway caught his attention and something might be done to look whether the fairway could be moved slightly to the east. However, there should be a careful examination of a whole range of factors and what the implications would be.
11. Capt. PAU Sai-hung opined that, if there was any chance to move the western fairway slightly more to the east, it would help create a safer traffic environment around that area of water.
12. The Chairman pointed out that the consultant had researched the full range of existing UKC systems/software and it was illustrated on pages 4-6 of the Executive Summary of the Paper. He advised that MD would monitor the development of these systems, look into their usability and come back to the PAC at any time when these systems were sufficiently developed and practical to be of use in Hong Kong.

(Mr. Tony TSE Wing-chung and Mr. Tony LI left at this juncture.)

**PAC Paper No. 9/2005 – “Closure of Waters off the Hong Kong Convention and Exhibition Centre”**

13. The Chairman referred members to the annex of the paper which illustrated the closed area off the Hong Kong Convention and Exhibition Centre concerning the Sixth Ministerial Conference of the World Trade Organization (MC6) held from 13 to 18 December 2005. He explained that, to safeguard the public safety and public order of the Conference venue and its environs, a closed area was to be set up under the Public Order Ordinance. The closure would be on a 24-hour a day basis from 1800 hours on 12 December 2005 until 0500 hours on 19 December 2005.

14. The Chairman added that there were likely demonstrations taking place, which might have impact on vessels movement. The industry should keep a close eye on the news of MC6 and see to the situation to minimize the adverse impact that might be caused.

## **V. Any Other Business**

### **Precautionary Measures Against Avian Influenza**

15. The Chairman alerted members that, in light of the outbreak of avian influenza (H5N1) in Asia and Europe, shipmasters, person-in-charge of vessels and crew were advised to take all possible precautionary measures for prevention of the H5N1. The proposed measures included avoiding direct contact with birds and poultry, washing hands thoroughly immediately after the said contact and cooking poultry and eggs thoroughly before eating etc. He informed members that an MD notice would be issued shortly to alarm the industries related.

(Post-meeting note: an MD Notice of 174 of 2005 was issued on 3 November 2005.)

## **VI. Date of Next Meeting**

16. There being no other business, the meeting ended at 11:45 a.m. The date of next meeting would be announced in due course.