



## **PILOTAGE ADVISORY COMMITTEE**

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

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

Date : 23 December 2005 (Friday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 10:30 a.m.

#### **Present**

Chairman:	Mr. R F TUPPER	Deputy Director of Marine
Member:	Capt. Joseph FONSEKA	Master Mariner
	Mr. Harry LAM	Representing Containers Terminal Operators
	Mr. LI Pok-yan	Representing Dockyard Industry
	Mr. WONG Yiu-kwong	Representing HK Liner Shipping Association
	Capt. CHEN Yu-chi	Representing HK Pilots Association
	Capt. LAM Tsan-wa	Representing HK Pilots Association
	<i>(on behalf of Capt. PAU Sai-hung)</i>	
	Mr. CHENG Siu-lun	Representing Oil Terminal Operators
	Capt. Alan LOYND	Representing Tug Operators
	Mr. LEE Ka-mo	AD/PC, Marine Department
	Mr. TONG Ho-lok	S/MAI(1), Marine Department
Secretary:	Ms. Shirley HO	ADS/C&G, Marine Department

#### **In Attendance**

Capt. AU Che-hung	HK Pilots Association (HKPA)
Mr. Raymond S M CHUNG	GM/PD&PS, Marine Department
Mr. WONG Kun-lun	SMO/P&D(2), Marine Department

#### **Absent with Apologies**

Capt. LI Kwan-wood	Master Mariner
Mr. NG Jim-mi, Jimmy	Master Mariner
Mr. Bengt William Claesson	Representing Break Bulk Cargo Operators
Mr. Edward CHIU	Representing Dry Bulk Cargo Operators
Mr. YOUNG Yick-sing	Representing HK Shipowners Association
Mr. BUTT Lee-yuen	GM/VTS(Ag), Marine Department

## **OPENING REMARKS**

1. The Chairman welcomed all present. He extended particular welcome to Capt. LAM Tsan-wa who was attending the meeting on behalf of Capt. PAU Sai-hung.
2. The Chairman told the meeting that –
  - (a) Capt. Alan LOYND would be late for the meeting because of another commitment scheduled on the meeting morning; and
  - (b) Mr. Bengt CLAEISSON, Mr. Edward CHIU, Mr. YOUNG Yick-sing, Capt. LI Kwan-wood, Mr. Jimmy NG and Mr. BUTT Lee-yuen 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 and endorsed without any amendments.

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

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

4. The Chairman thanked members for observing the restrictions during the period of the Sixth Ministerial Conference of the World Trade Organization (MC6) held from 13 to 18 December 2005.

### **III. Discussion Item**

(Capt. Alan LOYND joined the meeting at this juncture.)

#### **PAC Paper No. 10/2005 – “Proposed Port Back-up/Logistics Development site at South Tsing Yi Island between Mobil and Esso Oil Terminals”**

5. The Chairman explained that Hong Kong faced stiff challenges from neighbouring container ports. The government had been taking various measures to preserve the Hong Kong status as an efficient and competitive port in South China, such as special steps to improve the cross boundary trucking arrangements, open up of some new anchorages in Kellet Bank and North Lautau for providing more facilities and new scheme on pay five trips free five trips etc. In addition, it was noted that the provision of adequate berthing locations for river trade vessels was the prime concern not only to the river trade industry but the port as a whole. To further enhance the competitiveness of the port and to cope with the industry demand, the Hong Kong Port Master Plan 2020 recommended that more back up land should be made available in the Kwai Tsing area in order to maximize the productivity of the existing container terminals. In terms of size, location and accessibility, the subject site was considered suitable for use as port back-up and logistics development. Its temporary government land allocation to Highways Department was due to expire by end December 2005 and Lands Department was formulating the short-term tenancy (STT) to dispose it by open tender. In view that PAC members had been discussing for years on the safety element of using this location, a paper on this subject was therefore prepared and submitted to this meeting for discussion and endorsement.
  
6. Invited by the Chairman, Mr. Raymond CHUNG presented the paper and told members that appropriate measures would be taken to ensure marine traffic safety in the vicinity of the site. He then gave members the details of the proposed measures and sought members' endorsement on the proposed restrictions laid down in the paper, which would be conveyed to the Lands Department to form the lease conditions for the site.

7. Capt. CHEN Yu-chi confirmed that his only concern was on the small LPG berth of Mobil at the eastern end. Generally, he found the proposal acceptable. He remarked that, if the tenant was required to liaise with the oil terminals to obtain the berthing schedules of tanker for scheduling their vessels' movements to avoid causing obstruction to tankers with pilot onboard, he did not see any problem on the pilots' side.
8. Capt. LAM Tsan-wa supported and said that he found no particular problem to accept the proposal if the Pilotage Authority had sufficient monitoring and a very good traffic control over the subject port back-up and logistics development site. He enquired and Mr. Raymond CHUNG confirmed that no dangerous goods would be allowed to go into this seafront.
9. Mr. CHENG Siu-lun told the meeting that the oil terminal operators held deep concern to the proposal and had the following comments –
  - (a) Quantitative Risk Assessment (QRA) had been done for the existing LPG operations in Mobil and Esso Oil Terminals and ISO Certification had been achieved with respect to Environmental Management. The QRA would have to be revised if the proposed mid-stream site (MSS) was established at South Tsing Yi Island between Mobil and Esso Oil Terminals, as far as impact on marine traffic safety was concerned;
  - (b) The PAC objected to the MSS proposal in 1997. The oil terminal operators would like to know if there were any new conditions to justify the members to accept the present proposal;
  - (c) Although the seafront access would be limited to 225m along the shore, it did not address the approach route of the container vessels to the berth. From their experience on the Mobil site, there would be a lot of container barges drifting along the seafront and waiting for berthing, which would hamper the berthing of oil tankers;

- (d) When large tankers berthed or unberthed, would there be any obstruction from the container vessels? Did the study include risk assessment for such scenario? Although it was stated that ‘the tenant should liaise with the oil terminals to obtain the berthing schedules of tanker with pilot onboard’, in practice, would the tenant claim that he got no control over the movements of the incoming vessels? and
- (e) The approved activities might be increased incrementally. How would they be monitored? What or who would trigger another MTIA if required?

10. Mr. Raymond CHUNG explained that the Lands Department, as a coordinating department responsible for the formulation of the STT, had approached MD and many other government departments including Electrical and Mechanical Services Department (EMSD), on the issue concerning the QRA. It was noted that the QRA done by the terminal operators had been submitted to EMSD for reference. The way forward would be subject to any views on that particular QRA from EMSD. Mr. CHUNG commented that impact of twelve berthings per day in that area would not be very significant taking reference to the existing activities going on in Kwai Chung Container port (KCCP).

11. The Chairman thanked Mr. CHENG Siu-lun for reflecting the points made by the oil terminal operators at the meeting. He responded that the proposal made before in 1997 was a mid-stream operation, which was a different type of operation from what the Committee was considering. The present one would primarily be a river trade operation, similar to what was going on in KCCP where MD had gained valuable experience as to how to manage river trade berthing and unberthing of those locations. Despite that, MD would still like to limit the length of seafront to get the berthing location away from the berths of the oil depots. The tier of vessels at berth would also be limited to one.

12. The Chairman emphasized that the restrictions such as no berthings of vessels on or off while tankers were coming in to berth at inner or outer berths, twelve berthings per day, no berthings during low visibility, no operation during the hoisting of signal 3, and no waiting, loitering and anchoring in the waters off the site, etc. would be very important points to be put into the lease conditions. The tenant would have to comply with the agreement, which would be an STT but not a long-term land lease. When the tenancy requirements were found breached, the tenant would have to explain the breach, agree to conform or give up the tenancy MD Kwai Chung Traffic Control Centre, which covered the whole Kwai Chung area, would keep a close eye on the marine activities taking place. If the tenant wished to propose any change or increased activities, e.g. more berthings, they would have to conduct MTIA and prove to this Committee that the enhancement would not impose any risks to the marine traffic safety.
13. Mr. Harry LAM asked why the berthing frequency was fixed as 12 berthings per day and if MD would consider relaxing the number of berthings so that the utilization of the site could be maximized to help the industry. The Chairman replied that MD erred on the safe side in setting the limit because the priority was marine traffic safety. To form a base for the number of berthings, MD had studied river trade traffic at CT9, in which the maximum number of berthings of one berth in a day was 17. Given other elements such as vessel length and tanker berths, the figure “12” was considered reasonable. The Chairman explained that, if the tenant wished to seek relaxation of the activities beyond the restrictions specified in the lease conditions, they would be required to conduct an MTIA and to provide sufficient justifiable information for consideration by the PAC. At that time, it would be a matter of judgment by the PAC members to strike a balance between the reasonable activities for the tenant and necessary safety for the port.
14. Mr. Harry LAM further enquired about the operation time period for the berthing and unberthing basing on the current proposal. Mr. Raymond CHUNG answered that on marine side MD did not anticipate any need for imposing time restriction for the said activities, unless Environmental Protection Department held different views on environmental concerns. The Chairman added that there was no

evidence at the moment or MD was aware that there was any environmental concern of the site.

15. Capt. Alan LOYND doubted if the VTC could communicate efficiently with the river trade vessels and exercise effective control over their movements in the subject site area. Mr. Raymond CHUNG shared with members that taking reference to the Container Terminals in Kwai Chung where many river trade vessels went in and out the terminals had a good communication with the vessels and MD did not find lots of river trade boats hanging around outside the berths. He was of the view that the movements of the river trade vessels in that area could be monitored and controlled.
16. Capt. Alan LOYND and Capt. Joseph FONSEKA were both concerned about the arrangements for an effective and efficient coordination with the terminals. In reply, the Chairman said that MD would work out acceptable arrangements with all parties concerned, i.e. Lands Department, the tenant and the terminal operators.
17. With no more comments from the members, the Chairman concluded that the meeting endorsed the paper and its stance. MD officers would follow up with Lands Department and monitor the situation closely after the lease agreement had been signed.

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

##### **Asia-Pacific Pilotage Conference 2006**

18. The Chairman informed members that the Asia-Pacific Pilotage Conference 2006 would be held in Sydney, Australia from 14 to 17 March 2006. The theme of the Conference would be 'Managing the Evolution of Modern Pilotage'. He invited interested members to consider taking part in the Conference.

**V. Date of Next Meeting**

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