

## **PILOTAGE ADVISORY COMMITTEE**

Ref. : HQ/COM 928/29 (19)

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

Date : 29 September 2006 (Friday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 10 a.m.

#### **Present**

Chairman: Mr. W K LEE	Deputy Director of Marine
Member: Capt. LI Kwan-wood	Master Mariner
Mr. Gur Prasad KOHLI	Representing Break Bulk Cargo Operators
(on behalf of Mr. Bengt CLAESSION))	
Mr. Harry LAM	Representing Containers Terminal Operators
Mr. Frank LAM	Representing Dry Bulk Cargo Operators
(on behalf of Mr. Edward CHIU)	
Mr. Peter YIM	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
Capt. Alan LOYND	Representing Tug Operators
Mr. K M LEE	AD/PC, Marine Department
Secretary: Ms. Shirley HO	ADS/C&G, Marine Department

#### **In Attendance**

Mr. Terence SIT	HK General Chamber of Commerce
Capt. AU Che-hung	HK Pilots Association (HKPA)
Capt. LAW Kwun-pan	- ditto -
Mr. SHUM Yum-pui	- ditto -
Mr. Andrew NG	MO/Pilotage, Marine Department

#### **Absent with Apologies**

Capt. Joseph FONSEKA	Master Mariner
Mr. NG Jim-mi, Jimmy	Master Mariner
Mr. LI Pok-yan	Representing Dockyard Industry
Mr. YOUNG Yick-sing	Representing HK Shipowners Association
Mr. BUTT Lee-yuen	SMO/VTC, Marine Department
Mr. TONG Ho-lok	S(N)Exam, Marine Department

## **OPENING REMARKS**

1. The Chairman welcomed all present. He extended particular welcome to Mr. Gur Prasad KOHLI, who was attending the meeting on behalf of Mr. Bengt CLAESSION representing the break bulk cargo operators.
2. The Chairman told the meeting that the following members were not able to attend the meeting and had sent apologies for absence –
  - (a) Capt. Joseph FONSEKA
  - (b) Mr. LI Pok-yan
  - (c) Mr. NG Jim-mi, Jimmy
  - (d) Mr. YOUNG Yick-sing
  - (e) Mr. BUTT Lee-yuen
  - (f) Mr. TONG Ho-lok

## **AGENDA ITEMS**

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

3. The minutes of last meeting were confirmed without any amendments.

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

4. Two applicants, Mr. LI Wai-keung, Eric and Mr. TAM Kin-wah, 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 about their ship handling experience and knowledge of the pilotage services, members agreed to recommend them to the Pilotage Authority for registration as apprentice pilots.

5. Mr. K M LEE opined nonetheless that Mr. TAM's command of the English language might not be good enough for him to communicate effectively with the masters daily. Members agreed that his English proficiency was not impressive but considered that he might be lack of practice and nervous before the committee. The Chairman suggested and members supported that he should be given a chance. The Hong Kong Pilots Association (HKPA) would monitor closely his situation and alert the PAC if and when required.

(Post-meeting notes: With the approval from the Pilotage Authority, Mr. LI and Mr. TAM registered as apprentice pilots on 3 October 2006.)

### **III. New Discussion Item**

#### ***PAC Paper No. 4/2006 – “Proposed Amendments to Berthing Guidelines”***

6. Mr. Andrew NG presented the paper and the Chairman added that the purpose of this paper was to seek members' endorsement to Annex I. The provisional berthing guidelines on trial as detailed in Annexes II to V of the paper were for information only.
7. Capt. Alan LOYND pointed out that a small amendment to Chapter 6 of the guidelines about the Hong Kong Tug “Tai Koo” would be required and Mr. SHUM Yum-pui replied that it would be revised in due course.
8. Members endorsed Annex I. The Chairman said that the details made in Annexes II to V would be furthered tested and circulated within the Working Group before putting up to the PAC for members' endorsement.

*Consultancy Service Agreement on Provision of Training Services for the Class I Pilots Continued Proficiency Development Programme (CPDP)*

9. Mr. SHUM Yum-pui told the meeting that, after the framework for the CPDP had been endorsed by the PAC, the HKPA searched in Hong Kong for a competent third party to undertake the development, organization, coordination and delivery of the CPDP. Subsequently, the PolyU Technology and consultancy Company Limited (PteC) was selected and their consultancy service agreement, which described the details of the arrangements, was circulated for members' information. Mr. SHUM Yum-pui said that the contract would be signed if the HKPA received no particular strong views from members.
10. The Chairman requested the HKPA to furnish members with the details of the CPDP, e.g. the contents and structure of courses, the qualifications of trainers etc., when the PteC had worked them out. Mr. SHUM Yum-pui replied that the HKPA would keep a close contact with Mr. Andrew NG and advise the PAC if and when necessary. However, the HKPA might not be able to launch the programme in March 2007 accordingly to the schedule proposed at the previous PAC meeting, because the service provider needed 9 months advance notice to prepare and coordinate manpower, classroom and facilities.
11. Having been the Chairman of many boards of discipline, Mr. K M LEE shared with members that he found, instead of qualifications, knowledge or proficiency in pilotage profession, the attitude of the pilots always the major cause of an accident. He therefore suggested that the HKPA might consider adding this element into the CPDP. Mr. SHUM Yum-pui responded that topic such as relationship with masters had been included in the bridge management courses in the CPDP but agreed that further consideration could be given to enrich the programme by adding training on personal growth or change of attitude and mindset change.
12. In reply to Capt. Alan LOYND, Mr. SHUM Yum-pui said that the HKPA would critically study all the details of the CPDP to be worked out and submitted by

PteC, including the qualifications of the trainers, so as to ensure that the programme would be delivered by some qualified professionals of the right level.

13. The Chairman concluded that the signing of the agreement would be a good start for the development of the CPDP. He requested and the HKPA agreed to report to the PAC again before the launching of the programme.

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

##### ***Pilot Booking Form – Revised Standard Terms and Conditions for the Provision of Pilotage Services***

14. The Chairman referred members to a document tabled at the meeting, i.e. the revised standard terms and conditions for the provision of pilotage services attached to the Pilot Booking Form. Capt. CHEN Yu-chi explained that the original version was written five years ago and the amendments, i.e. the addition of paragraphs 12(a) and 13(a), were to clarify and promulgate the existing arrangements.
15. In response to Mr. K M LEE, Capt. CHEN Yu-chi said it was not true that there were cases about Hong Kong pilot leaving the vessels before properly handing over to the pilot of the other side. Mr. K M LEE suggested and Capt. CHEN Yu-chi supported that a meeting might be arranged to sort out the issues and avoid any more misunderstanding.

##### ***Apprentice Pilot – Mr. YUEN Tai-ming***

16. The Chairman said that, when Mr. YUEN Tai-ming, an apprentice pilot, was first interviewed at the PAC meeting held on 3 March 2006, members recommended an acceptance of his application on the basis that the HKPA would closely monitor his performance and alert PAC if additional training was considered necessary before he could sit for his upgrading examination. The HKPA had

reported that, after a 6-month apprentice pilot training, Mr. YUEN received three practical assessments on ship handling and piloting skills. However, the HKPA considered his performance not very satisfactory and recommended him to attend further intensive training in order to gain more practical ship handling experience on ocean going vessels, before he was arranged to sit for the Class IID Pilot licence examination. HKPA's recommendation has the support from the meeting. The Chairman suggested and members endorsed that Mr. YUEN should receive additional training for a period of three more months.

### ***Water Draught Issue of the Approaching Channel***

17. Mr. Harry LAM drew members' attention to the recent discussion at the Port Operations Committee (POC) meeting held on 22 September 2006 which had touched upon the latest trend in mega container vessel development and the water draught issue of the approaching channel. He was advised that the Government was aware of the issue and had conducted a study on the next generation of large container ships and its potential implications for the port of Hong Kong. The preliminary findings indicated that the approaching channel was capable of serving for another three to four years.
18. Mr. K M LEE responded that the issue was not discussed at the PAC meeting because it was considered a POC issue as agreed at the previous PAC meetings. The said study report would be submitted to the Port Development Council (PDC) for endorsement. The PDC would decide whether further study was required, after due consideration of the implications of the report and the need of dredging. The Chairman said that the department would keep in view the development and let members know the result in due course.

### ***Tugs Deployment for Vessels Berthing KC Berths 15 to20***

19. Mr. Harry LAM asked and Capt. CHEN Yu-chi answered that, except berth 15 which was close to the Rambler Channel and with strong tides, the tugs requirements of berths 16 to 19 were more or less in line with all other berths in

Hong Kong. Capt. PAU Sai-hung suggested that Mr. LAM might seek clarification from the HKPA if he received any enquiries from members of his association indicating that they found excessive tugs required for berthing. The Chairman agreed that the HKPA sometimes might have to exercise his discretion to change the tugs requirements for a safer berthing of vessels because different location and different configuration would need a different tugs deployment. The container terminal operators should have more communication with the HKPA to find out the reasons behind if they had doubts over the tugs requirements.

#### ***Maximum Allowable LOA at Kwai Chung Container Terminal***

20. Mr. Peter YIM enquired about the maximum LOA of mega size container vessels to be allowed at Kwai Chung Container Terminal. Capt. CHEN Yu-chi replied that there was at present no maximum LOA limit fixed for the container terminal. The HKPA was making the provisional berthing guidelines listed in Annexes II to V of the PAC Paper No. 4/2006 on trial to prepare for those mega size ships of maximum 410m long. He considered the draft, rather than the length, a problem because in terms of length, two berths such as KC berths 18 and 19 could be used together if required.

#### **V. Date of Next Meeting**

21. There being no other business, the meeting ended at 11:20 a.m. The date of next meeting would be announced in due course.