

## **PILOTAGE ADVISORY COMMITTEE**

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

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

Date : 9 January 2008 (Wednesday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 10:30 a.m.

#### **Present**

Chairman: Mr. Francis LIU	Deputy Director of Marine
Member: Capt. David WATKINS	Master Mariner
Mr. John ELLIOT	Representing Containers Terminal Operators
Mr. Edward CHIU	Representing Dry Bulk Cargo Operators
Mr. Peter YIM	Representing HK Liner Shipping Association
Capt. CHEN Yu-chi	Representing HK Pilots Association
Capt. CHAN Lok-ching	Representing HK Shipowners Association
Mr. CHENG Siu-lun	Representing Oil Terminal Operators
Mr. Phileas FONG	Representing Tug Operators
Mr. SIN Tak-cheung	AD/PC, Marine Department
Mr. Raymond CHUNG	GM/VTS, Marine Department
Mr. TONG Ho-lok	S(N)Exam, Marine Department
Secretary: Mr. John LEUNG	ADS/C&G, Marine Department

#### **In Attendance**

Mr. Terence SIT	HK General Chamber of Commerce
Mr. FOO Cheung-chin	Maersk Line
Mr. Bruce CHAN	Maersk Line
Capt. Michiya Shiraishi	NYK Line
Mr. Oliver CHAN	NYK Line
Mr. CHOR Yee-on	HK Pilots Association (HKPA)
Mr. WANG Chi-cheong	- ditto -
Mr. YEUNG Wai-tin	- ditto -
Mr. LAI Chi-tung	SMO/VTC, Marine Department
Mr. Andrew NG	MO/Pilotage, Marine Department

## **Absent with Apologies**

Capt. Joseph FONSEKA	Master Mariner
Mr. TSANG Man-ching	Master Mariner
Mr. TO Wing-sing	Representing Break Bulk Cargo Operators
Mr. LI Pok-yan	Representing Dockyard Industry
Mr. CHAN Chung-wing	HK Pilots Association (HKPA)

## **OPENING REMARKS**

1. The Chairman welcomed all present. He extended particular welcome to the following members who were attending the meeting for the first time –

- (a) Mr. John ELLIOT
- (b) Mr. Phileas FONG
- (c) Mr. Raymond CHUNG

and the following observers -

- (a) Mr. FOO Cheung-chin
- (b) Mr. Bruce CHAN
- (c) Mr. Michiya Shiraishi
- (d) Mr. Oliver CHAN
- (e) Mr. LAI Chi-tung

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. TO Wing-sing
- (c) Mr. TSANG Man-ching
- (d) Capt. CHAN Chung-wing
- (e) Mr. LI Pok-yan

## **AGENDA ITEMS**

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

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

### **II. Interviews of Apprentice Pilots**

4. There were two applicants, Mr. CHIU Po-ming and Mr. SHIU Kin-fai. Both applicants had already passed the necessary medical examination. They were asked to brief members of their own background in separate sessions. Members had asked the two applicants some relevant questions about their ship handling experience, knowledge of the pilotage services, and their reasons for joining the pilots' profession. 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. CHIU and Mr. SHIU registered as apprentice pilots on 9.1.2008.)

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

#### ***PAC Paper No. 1/2007 – “Proposed Amendments to Berthing Guidelines”***

5. Mr. Andrew NG reported that further to the discussion of this paper at the last PAC meeting, he had discussed with the representatives of the Hong Kong Pilots Association (HKPA) and the Tug Operators. The concerned parties had finally agreed to the utilization of Garde II tugs by slightly amending Chapter 3 (tug requirements) of the Berthing Guidelines. The amendment had been included in PAC Paper No. 2/2008, which would be discussed later in this meeting.

### ***Declaration of Interests***

6. The Chairman said that PAC Paper No. 2/2007 – “Declaration of Interests by Members of the Pilotage Advisory Committee” was issued to members on 4.7.2007 for their attention. The Chairman reminded members that they should declare their interest in accordance with the guidelines set out in the PAC Paper if they had any conflict in relation to any matter under consideration by the Committee.

### **IV. New Discussion Items**

#### ***Ultra Large Container Ship Calling Hong Kong and Transit Mawan***

7. Mr. Peter YIM briefed members that the liner operators had planned to schedule ultra large container ships (ULCS) calling at Hong Kong, Shekou Port, and Chiwan Port in the near future. However, the draft of these ULCS would exceed the current limit at the container terminals, and their LOA would also exceed the current maximum LOA for passage through the Ma Wan Channel. Mr. YIM said that these ULCS would be expected to carry heavy cargoes from China before calling at Hong Kong; so when they arrived in Hong Kong, their draft on arrival would be expected to be over 15m. The liner operators would therefore like to request the Port of Hong Kong to revise the current draft at the Kwai Chung and Tsing Yi Container Terminals and to increase the LOA limit for passage through Ma Wan in order to accommodate these ULCS.
8. The Chairman said that due to the depth of the Kwai Chung and Tsing Yi Containers Terminals, to allow larger ships with deeper draft would require dredging, and the issue was being considered by the Port Development Council.
9. Mr. Raymond CHUNG said that at a meeting with Mr. Peter YIM and ship owners in August 2007 regarding permitting longer and larger vessels to transit the Ma Wan Channel, the Marine Department (MD) had requested that

manoeuvring characteristics of the ships be provided to MD so that MD could carry out simulations to test the viability. Alternatively, ship owners might carry out their own simulations and provide the information to MD for assessment. However, such information was still being awaited. Mr. Peter YIM said that he would ask the ship owners to provide the information required to MD as soon as possible.

10. Capt. CHEN Yu-chi added that he had reminded members long time ago that for vessels exceeding the current draft and LOA limit, further study and risk assessment before any trial run would be essential. He suggested that simulations for these ULCS be carried out as soon as possible.

***Bulker with LOA 292-11M Transit Ma Wan and Berthing China Light & Power (CLP) Berth***

11. Mr. Peter YIM raised that according to the current Berthing Guidelines, the maximum LOA of a bulker to transit through Ma Wan was 290m and the maximum LOA for berthing at CLP berth was 280m. Mr. YIM said that one of the liner operators would like to request the limits be revised so that vessels with LOA of 292m could transit through Ma Wan and berth at CLP berths. Mr. Andrew NG reported that he had discussed the issue with CLP. CLP had advised that the entire length of Tap Shek Kok (TSK) coal terminal was 545m which was designed for berthing of two vessels with maximum LOA of 280m. In principle, the TSK coal terminal could accommodate vessels exceeding 280m, but then berthing of two vessels might not be possible. CLP advised that they would discuss this matter internally and would inform the concerned parties of the outcome in due course.

***PAC Paper No. 1/2008 – “Adjustments to Pilotage Dues”***

12. Mr. CHOR Yee-on briefed members that the HKPA had proposed to increase the basic pilotage dues to offset the increase in the cost of fuel for their pilot boats.

13. Mr. Raymond CHUNG pointed out that the cancellation fee had not been included in the paper. Mr. CHOR confirmed that the cancellation fee would be based on the new basic rate. Members confirmed that they understood and agreed to the proposed cancellation fee. The Chairman concluded that the paper was endorsed, and MD would follow up on the legislative amendment process with the Transport and Housing Bureau and the Department of Justice.

***PAC Paper No. 2/2008 – “Proposed Amendments to the Berthing Guidelines”***

14. Mr. Andrew NG presented the paper briefly and said that amendment items Nos. 1 – 14 in the paper had been circulated to and endorsed by the PAC Working Group members in December 2007. Amendment item No. 15 concerning tug requirements was related to an outstanding item in the last PAC meeting which had been discussed and agreed by the HKPA and the tug operators.
15. Mr. Edward CHIU said that for item 7 of the proposed amendments on the HK Electric Lamma Power Station Wharfs, it was noted that the nighttime berthing guidelines had been dropped. Mr. Andrew NG clarified that the guidelines had been simplified as the requirements for the tide level for daytime and nighttime berthing were the same. Capt. CHEN Yu-chi added that vessels up to 250m could berth at the HK Electric Lamma Power Station Wharfs at daytime or nighttime. During the on-trial period vessels between 250m and 262m were berthed at daytime only. Therefore, daytime berthing would be maintained for vessels between 250m and 262m.
16. Given that there was no objection to the proposed amendments, the Chairman concluded that the paper was endorsed.

**V. Any Other Business**

*The Tonggu Channel*

17. Mr. Terence SIT asked if there was any up-to-date information on the Tonggu Channel. The Chairman replied that this was being awaited. He said that it was scheduled to start operations on 18 December 2007 but had been postponed, and the Committee would welcome any updated information from members for sharing.

**VI. Date of Next Meeting**

18. There being no other business, the meeting ended at 12:00 p.m. The date of the next meeting would be announced in due course.