

PILOTAGE ADVISORY COMMITTEE

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

Minutes of the Pilotage Advisory Committee Meeting

Date : 5 September 2008 (Friday)
Place : Conference Room A, 24/F, Harbour Building
Time : 11:15 a.m.

Present

Chairman: Mr. Francis LIU	Deputy Director of Marine
Member: Mr. Edward CHIU	Representing Dry Bulk Cargo Operators
Mr. Peter YIM	Representing HK Liner Shipping Association
Mr. LI Pok-yan	Representing Dockyard Industry
Mr. CHAN Chung-wing	Representing HK Pilots Association (HKPA)
Capt. CHEN Yu-chi	Representing HK Pilots Association
Capt. CHAN Lok-ching	Representing HK Shipowners Association
Mr. TO Wing-sing	Representing Break Bulk Cargo Operators
Mr. CHENG Siu-lun	Representing Oil Terminal Operators
Mr. Phileas FONG	Representing Tug Operators
Mr. Raymond CHUNG	GM/VTS, Marine Department
Secretary: Mr. John LEUNG	ADS/C&G, Marine Department

In Attendance

Mr. Terence SIT	HK General Chamber of Commerce
Mr. CHOR Yee-on	HK Pilots Association (HKPA)
Capt. WANG Chi-cheong	- ditto -
Capt. YEUNG Wai-tin	- ditto -
Capt. YEUNG Man-chor	- ditto -
Mr. LAI Chi-tung	SMO/VTC, Marine Department
Mr. Andrew NG	MO/Pilotage, Marine Department

Absent with Apologies

Mr. John ELLIOT	Representing Containers Terminal Operators
Capt. Joseph FONSEKA	Master Mariner
Mr. TSANG Man-ching	Master Mariner
Capt. David WATKINS	Master Mariner
Mr. SIN Tak-cheung	AD/PC, Marine Department
Mr. TONG Ho-lok	S(N)Exam, Marine Department

OPENING REMARKS

1. The Chairman welcomed all present. He extended particular welcome to Capt. YEUNG Man-chor who would be presenting a paper on the review of Class I Pilots' Continued Proficiency Development Programme.
2. The Chairman told the meeting that the following members were not able to attend the meeting and had sent apologies for absence –
 - (a) Mr. John ELLIOT
 - (b) Capt. Joseph FONSEKA
 - (c) Mr. TSANG Man-ching
 - (d) Capt. David WATKINS
 - (e) Mr. SIN Tak-cheung
 - (f) Mr. TONG Ho-lok

AGENDA ITEMS

I. Confirmation of Minutes of Last Meeting

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

II. Interview of Apprentice Pilot

4. There was one candidate, Mr. LAI Wing-lun. Mr. LAI had already passed the necessary medical examination. He was asked to brief members of his own background. Members had asked him some relevant questions about his ship handling experience, knowledge of the pilotage services, and his reasons for joining the pilots' profession. Members were satisfied with his qualifications and experience, and agreed to recommend him to the Pilotage Authority for registration as apprentice pilot.

(Post-meeting notes: With the approval from the Pilotage Authority, Mr. LAI registered as apprentice pilot on 5 September 2008.)

III. Matters Arising from Previous Minutes of Meeting

Ultra Large Container Ship Calling Hong Kong and Transit Mawan

5. Mr. Andrew NG updated members that two liner operators, MSC and CGM CMA, had approached the Vessel Traffic Centre of the Marine Department to enquire about their ultra large container ships (ULCS) calling at Hong Kong. Simulations had been conducted in the Marine Department's Training Centre for CGM CMA's new 363m ULCS on 28 – 30 July 2008; and for MSC's new 366m ULCS on 25 – 27 August 2008. Various scenarios had been tried out and the results were found to be satisfactory.

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

6. Mr. Andrew NG updated members that CLP had advised that their Tap Shek Kok Terminal could accommodate vessels of the proposed size at the East Berth provided the West Berth was vacated. On the other hand, NYK, the coal shipment operator, had advised that they intended to maintain using the

current-sized bulkers for coal shipment to CLP under the new contract. As such, a feasibility study for bulkers of LOA 292m might not be required at this stage.

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

7. Mr. Andrew NG reported to members that the new pilotage dues came into effect on 1 June 2008 and the relevant Ordinance in Cap. 84 had been updated.

IV. New Discussion Items

Review of Class I Pilots’ Continued Proficiency Development Programme (CPDP)

8. A paper on the review of Class I Pilots’ Continued Proficiency Development Programme (CPDP) had been prepared by the HKPA and tabled for members’ reference. Capt. YEUNG Man-chor briefed members on the background of the CPDP. The first CPDP which consisted of five courses organized by the PolyU Technology and Consultancy Company Limited (PteC) was completed in June 2008. The pilots who had attended the courses commented that the first three courses were generally satisfactory subject to some fine-tuning. Furthermore, due to limitations of the simulation equipment and the experience of the trainers, it was opined that the other two courses needed to be re-structured to better suit the pilots’ needs.
9. The Chairman asked and Capt. YEUNG Man-chor confirmed that evaluation of the courses with PteC had been carried out. On HKPA’s proposal to conduct the two courses requiring re-structuring by in-house pilots, Mr. Raymond CHUNG opined that it would better if there was participation of third party in conducting the courses.

10. The Chairman suggested and the meeting agreed that a working group, including experienced master mariners from PAC, MD relevant officials and HKPA's representatives should be set up to look into the proposals in more details. The Chairman concluded that interested members and other experienced personnel would be invited to join the working group.

(Post-meeting notes: PAC members Capt. CHAN Lok-ching and Capt. David WATKINS have accepted the invitation to join the working group. The first meeting would be held in late October 2008 or early November 2008.)

Removed of Mooring Buoys A79 and A80 in the Sham Shui Kok Anchorages

11. Mr. Andrew NG briefed members that at the PAC meeting held on 30 June 2005, members agreed to lay a couple of mooring buoys off Sham Shui Kok for trial. Subsequently two GMB A79 and A80 were laid at Sham Shui Kok Anchorage No.2 and No.1 respectively in July 2005 to facilitate mid-stream operation. However, since the buoys were laid, the demand for these two buoys had been very low with occupancy rate of 5% and 0.8% for A79 and A80 respectively. In view of the low utilization and for better use of resources, the Marine Department proposed to remove these two buoys from the Sham Shui Kok Anchorages. Members had no comment on the proposal.

V. Any Other Business

Mawan Co-pilot Trial

12. Mr. Peter YIM raised that since 15 May 2008, the requirement of co-pilot for vessels above LOA 183m transiting through Mawan at night had been relaxed to LOA 200m on a trial basis. Mr. YIM asked about the progress of the trial and whether the LOA would be further relaxed. Capt. CHEN Yu-chi replied that the HKPA would study the comments from the pilots who had the experience of piloting vessels up to LOA 200m through Mawan at night and consider whether

the LOA could be further relaxed. In response to a question from Mr. YIM, Capt. CHEN said that so far about 50% of the pilots had such experience, and he was hoping that the percentage would reach the requisite 75% by the end of this year.

Resumption of Pilotage Service after Lowering of Typhoons Signals

13. Mr. Peter YIM raised that after the two typhoons in August this year, it was noted that there had been some delay in the resumption of operation at the Kwai Chung Terminals after the lowering of the typhoon signal, and this had caused some congestion at the Terminals. Mr. YIM asked the HKPA if there were any guidelines for the suspension and resumption of pilotage service during and after a typhoon. Capt. CHEN Yu-chi replied that according to berthing guidelines, the suspension of the pilotage service would depend on the wind speed and wave height. The service would be suspended when the wind speed was over 33 knots or the wave height over 1.5 metres. The HKPA had subscribed to the meteorological information from the Hong Kong Observatory, which provided information about the wind speeds and wave heights covering different locations within the Hong Kong waters. The HKPA would endeavour to resume pilotage service as soon as possible. However, it was possible that even after the typhoon signal had been lowered or cancelled, it would still be dangerous for the pilots to embark and disembark vessels due to strong wind and swell at certain locations.

VI. Date of Next Meeting

14. There being no other business, the meeting ended at 12:35 p.m. The date of the next meeting would be announced in due course.