

## **PILOTAGE ADVISORY COMMITTEE**

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

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

Date : 16 February 2009 (Monday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 10:30 a.m.

#### **Present**

Chairman: Mr. Francis LIU	Deputy Director of Marine
Member: Capt. CHAN Lok-ching	Representing HK Shipowners Association
Mr. Peter YIM	Representing HK Liner Shipping Association
Mr. John ELLIOT	Representing Container Terminal Operators
Mr. Edward CHIU	Representing Dry Bulk Cargo Operators
Mr. TO Wing-sing	Representing Break Bulk Cargo Operators
Mr. CHENG Siu-lun	Representing Oil Terminal Operators
Mr. NG Ming-fai	Representing Dockyard Industry
Mr. Phileas FONG	Representing Tug Operators
Capt. David WATKINS	Master Mariner
Mr. TSANG Man-ching	Master Mariner
Capt. CHEN Yu-chi	Representing HK Pilots Association (HKPA)
Mr. SIU Wai-lim	Representing HK Pilots Association
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. CHOR Yee-on	HK Pilots Association (HKPA)
Capt. CHU Wah-sau, Summy	- ditto -
Mr. LAI Chi-tung	SMO/VTC, Marine Department
Mr. LAW Lap-keung	MO/VTC(3), Marine Department
Mr. Andrew NG	MO/Pilotage, Marine Department

### **Absent with Apologies**

Mr. LAM Wing-shing

Master Mariner

### **Presentation of Papers**

Mr. Tom CHENG

SMO/PL (Ag.), Marine Department

### **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. SIU Wai-lim
- (b) Mr. NG Ming-fai

and the following observers -

- (a) Capt. CHU Wah-sau, Summy
- (b) Mr. LAW Lap-keung

2. The Chairman also welcomed Mr. Tom CHENG who would be presenting PAC Paper No. 1/2009.

3. The Chairman told the meeting that Mr. LAM Wing-shing was not able to attend the meeting and had sent apologies for absence.

### **AGENDA ITEMS**

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

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

## **II. Interview of Apprentice Pilots**

5. There were two applicants, Mr. KWOK Yiu-ming, Ivan and Mr. LEE Kwong-yin. 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 past work experience, ship handling experience, and knowledge of pilotage services. 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. KWOK and Mr. LEE registered as apprentice pilots on 17.2.2009.)

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

### ***Review of Class I Pilots' Continued Proficiency Development Programme (CPDP)***

6. Mr. Andrew NG reported that the first meeting of the Working Group on CPDP had been held on 27.10.2008. The Working Group meeting agreed that two half-day courses on "Managerial Aspects" and "Practical Aspects" would be combined into a one-day course namely "Managerial and Practical Aspects". The HKPA was preparing the course details. The next Working Group meeting had been scheduled for 10.3.2009 to discuss the course details and to build in assessment element, examination and passing benchmark.

### ***Removal of Mooring Buoys A79 and A80 in the Sham Shui Kok Anchorages***

7. Mr. Andrew NG updated members that the Government Mooring Buoys A79 and A80 had been withdrawn on 21.10.2008, and the Marine Department Notice No. 119/2008 on this issue had been issued. Relevant amendments to the Berthing Guidelines had been included in the PAC Paper No. 2/2009, which would be discussed later in the meeting.

### ***Mawan Co-pilot Trial***

8. Mr. Andrew NG reported that the trials for the relaxation of co-pilot for vessels up to LOA 200m transiting Mawan at night had been completed. Relevant amendments to the Berthing Guidelines had been included in the PAC Paper No. 2/2009, which would be discussed later in the meeting.

### ***Resumption of Pilotage Service after Lowering of Typhoon Signals***

9. Mr. Andrew NG updated members that after the last PAC meeting held on 5.9.2008, tropical cyclone “Hagupit” had attacked Hong Kong on 23-24.9.2008. The No. 3 Tropical Cyclone Warning Signal was issued at 1025 hours on 23.9.2008, and the pilotage service was suspended at 1700 hours on the same day. So there was sufficient time for the vessels to seek shelters. After No. 8 Tropical Cyclone Warning Signal had been lowered to No. 3 at 0630 hours on 24.9.2008, limited pilotage service had been provided from 1130 hours on the same day. After all warning signals had been cancelled at 1250 hours on 24.9.2008, normal pilotage service was resumed a few hours later at 1500 hours. Mr. NG said that the suspension and resumption of the pilotage service during and after the attack of “Hagupit” had been smooth and no complaint had been received.

### ***PAC Paper No. 3/2008 – “Proposed Amendment to Pilotage Order, Cap. 84C”***

10. The Chairman said that following the recommendation by the Competition Policy Advisory Group, the proposal to remove the explicit reference to HKPA in para. 9 of the Pilotage Ordinance Cap. 84C was included in the PAC Paper No. 3/2008. The paper had been circulated to members in December 2008 for their comments and endorsement. The Chairman informed members that the proposal had been endorsed unanimously, and the Marine Department would follow up on the legislative amendment process with the Transport and Housing Bureau and the Department of Justice.

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

*PAC Paper No. 1/2009 – “The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendation O-133 on Emergency Wreck Marking Buoy”*

11. Mr. Tom CHENG briefed members on the proposal of adopting the IALA’s recommendation on emergency wreck marking buoy. In reply to Capt. David WATKINS, Mr. CHENG said that the proposed marking buoy would not replace the isolated danger buoys for marking existing dangers, and it would only be used for marking a new wreck. In reply to the Chairman, Mr. CHENG said that after consultation, the proposed marking buoy would be ready for deployment by the end of 2009. Mr. TONG Ho-lok asked how long the proposed wreck marking buoy would be placed at a wreck location. Mr. CHENG replied that the marking buoy would be provided at a wreck location until the dangerous wreck had been cleared. Members had no other comments on the paper. The Chairman concluded that the paper was endorsed unanimously.

*PAC Paper No. 2/2009 – “Proposed Amendments to the Berthing Guidelines”*

12. Mr. Andrew NG presented the paper and said that the paper had included the comments from PAC Working Group members. Mr. TSANG Man-ching enquired how the maximum LOA of ships of 366m in Item 11(c) of the paper was determined; and whether the maximum allowable LOA of ships transiting Mawan could be set so that it would not have to be changed again in future for ships with LOA below the maximum allowable LOA. Capt. CHEN Yu-chi replied that the maximum LOA of ships was determined by simulations and trials as the maximum LOA of vessels had been increased gradually in the recent years. Following the agreed arrangements, after satisfactory simulations the pilots needed to gain hands-on experience on the ships before relaxing the maximum LOA. Therefore it would not be possible to relax the LOA without simulations and actual trials if the ship exceeded the maximum LOA. Mr. Peter YIM asked if the height restriction at

Tsing Ma Bridge could be relaxed so that large ships would not have to go through Tonggu Channel for west Shenzhen ports. The Chairman said that the height restriction at Tsing Ma Bridge was required for safety reasons and had little scope for relaxation.

13. Capt. David WATKINS asked if the under-keel clearance of 15% in the General Remarks in Item 1 had taken into account the squat effect. Capt. CHEN Yu-chi said that the under-keel clearances of 10% for sheltered waters and 15% for exposed waterways had taken into account the squat effect, salinity and heeling factors.
14. Mr. SIN Tak-cheung asked if the current 16.8m was the limit of the maximum draft of vessels that could transit Ma Wan given the requirement for 15% UKC. Capt. CHEN Yu-chi replied that the current maximum draft of 16.8m was determined taking into account two shallow patches of 18.5m at the northwest of Green Island and between CP4/CP5 buoys throughout the passage from Ngan Chau to Urmston Road. Unless these shallow patches were removed, 16.8m would more or less be the maximum draft. Mr. SIN said that while removal of the shallow patches might be an option, there were other alternatives such as reducing speed and making full use of the tide. Members had no other comments on the paper. The Chairman concluded that the paper was endorsed unanimously.

#### **V. Any Other Business**

15. There was no other business raised by members.

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

16. 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.