

PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/29 (21)

Minutes of the Pilotage Advisory Committee Meeting

Date : 18 May 2012 (Friday)
Place : Conference Room A, 24/F, Harbour Building
Time : 10:30 a.m.

Present

Chairman: Mr. H. M. TUNG	Deputy Director of Marine
Member: Capt. CHAN Lok-ching	HK Shipowners Association
Mr. CHAN Wo-shing	HK Liner Shipping Association
Ms. Gloria CHOY	Containers Terminal Operators
Mr. Eric CHEUNG	Dry Bulk Cargo Operators
(on behalf of Mr. YANG Xiao-guang)	
Mr. David DENG	Break Bulk Cargo Operators
(on behalf of Mr. LIU Yun-shu)	
Mr. LEUNG Kwan-hang	Oil Terminal Operators
Mr. FONG Yuk-choi, Phileas	Dockyard Industry
Capt. WU Ka-shun	Tug Operators
Capt. LO Ting-ho	Master Mariner
Mr. NG Kin-man	Master Mariner
Mr. CHAN Ming-shun	HK Pilots Association
Mr. SIU Wai-lim	HK Pilots Association
Mr. Raymond CHUNG	AD/PC, MD
Mr. LAI Chi-tung	GM/VTS, MD
Mr. CHAN Tim	S(N)EX(1), MD
Secretary: Ms. Alison WONG	EO(C&G), MD

In Attendance

Mr. WONG Wing-hung	SMO/VTC, MD
Mr. Andrew NG	MO/VTC(1), MD
Mr. K. W. CHAN	MO/Pilotage, MD
Ms. Yvette CHAN	HK Pilots Association
Mr. HO Wai-man	HK Pilots Association
Capt. Steven LAM	HK Pilots Association

Capt. WANG Chi-cheong
Ms. Catherine CHOW
Mr. Dickson CHIN
Mr. K. K. LEUNG

HK Pilots Association
Break Bulk Cargo Operators
Wallem Shipping (H.K.) Limited
RSE(HQ)2, MD

Absent

Mr. John WILSON

Master Mariner

OPENING REMARKS

1. The Chairman welcomed all to the meeting. He extended his welcome particularly to the following persons –
 - (a) Mr. LEUNG Kwan-hang and Mr. LAI Chi-tung, who were newly appointed PAC members;
 - (b) Mr. David DENG, who was attending the meeting on behalf of Mr. LIU Yun-shu representing the break bulk cargo operators;
 - (c) Mr. Eric CHEUNG, who was attending the meeting on behalf of Mr. YANG Xiao-guang representing the dry bulk cargo operators; and
 - (d) Ms. Catherine CHOW representing the break bulk cargo operators, Capt. WANG Chi-cheong and Capt. Steven LAM of the Hong Kong Pilots Association (HKPA), who were attending the meeting as observers.

2. The Chairman informed members that in support of the Government's initiative on paper saving and environmental protection, paperless meeting had been implemented for the PAC meetings. Instead of preparing hard copies of meeting documents such as agenda, minutes and discussion papers for members, an iPad would be provided to each attendee for viewing these documents at the meeting.

3. Mr. K. K. LEUNG, Resident Services Engineer of the Information Technology Management Section, briefed members on how to use iPad to view the documents. Members agreed to the new arrangements and had no further

questions.

[Mr. K. K. LEUNG left the meeting at this juncture.]

AGENDA ITEMS

I. Interview of Apprentice Pilot

4. The Chairman informed the meeting that the applicant, Mr. HO Tuet-yu who had already passed the necessary medical examination would be interviewed.
5. The applicant was asked to brief members on his own background and to respond to some questions about his ship handling experience, reasons for applying as an apprentice pilot, knowledge of pilotage services, whether he could adapt to the shift pattern of pilot's work and comment on the Hong Kong Vessel Traffic Centre (HKVTC), etc.
6. After discussions, members were satisfied with the candidate's qualifications and experience, and agreed to recommend him to the Pilotage Authority for registration as an apprentice pilot.

[Post-meeting note: With the approval from the Pilotage Authority, Mr. HO registered as an apprentice pilot on 18.5.2012.]

II. Confirmation of Minutes of Last Meeting

7. The minutes were sent to members for comments on 25.11.2011. Some proposed amendments had been received and the revised minutes were sent to members for further comments on 15.12.2011. No further amendments were proposed at the meeting and the minutes were confirmed without further amendments.

III. Matters Arising from Previous Minutes of Meeting

Government Mooring Buoy (GMB) Mooring Arrangement

8. Mr. Andrew NG reported that the video tape taken by the Marine Industrial Safety Section (MISS) of MD on 12.3.2010 was still under study by MISS. They would advise the outcome once the study was completed. He further supplemented that more passenger ships were arranging their own mooring gang to carry out the mooring/unmooring operations and in fact the utilization of GMB was decreasing over the past few years.
9. Mr. CHAN Wo-shing enquired about the mode of the mooring/unmooring operations performed by these private mooring gangs and whether their quality of service was comparable to that of the HKPA. Mr. CHAN Ming-shun replied that if the mooring gang was arranged by the passenger ship, the pilot on board would bring the vessel to the designated GMB and once its head line was made fast to the buoy, the master would liaise with his mooring gang crews direct to conduct the mooring operation. During the whole process, the pilot on board would give advice to the master on the safety issues in relation to the mooring operation. Mr. CHAN Ming-shun further commented that the services provided by the mooring gang contractors were so far satisfactory. As the masters concerned were normally quite experienced in calling at Hong Kong port and had drawn adequate technique on the mooring services provided by HKPA in the past, he was of the view that the communication between the masters and their mooring gang crews could be regarded as effective.
10. In response to Mr. CHAN Wo-shing's enquiry on the reason why the pilot on board did not communicate with the mooring gang direct to better facilitate the mooring operations, Mr. CHAN Ming-shun clarified that as the mooring gangs were employed by the shipping companies, it should be the responsibility of the masters and the shipping companies concerned to supervise and monitor the

work discharged by them direct. As the training received by the mooring gang crews, the equipment used by the mooring gangs and the standard of communication between the masters and the gangs were all different from those of the HKPA, it would be inappropriate for the pilot on board to directly supervise the mooring gangs, but the pilot would closely monitor the mooring/unmooring operation and give advice if deemed necessary.

PAC Paper No. 7/2010 – “Retaining the Same Class of Licence for Pilots to Work beyond the Age of 65 Years”

11. Mr. Andrew NG reported that the Transport and Housing Bureau had already submitted the draft drafting instructions concerning the proposed amendments of the Pilotage Ordinance to the Law Draftsman for follow up. However, it was expected that the proposed amendments might not be able to be completed within the 2nd half of the 2011-12 legislative session.
12. Mr. SIU Wai-lim expressed concerned about the progress of the legislative amendment exercise as there would be a number of Class I pilots who would reach the age of 65 in the impending years. The Chairman said that MD would keep on pursuing the proposed amendments on a high priority basis.

Ocean-going tugs transiting north of Lantau

13. Mr. Andrew NG reported that the Court of Appeal had handed down the judgment and the reasons for judgment of the “Yao Hai-Neftegaz 67” case on 14.12.2011 and 15.2.2012 respectively. Both the master of “Neftegaz 67” and the Chief Pilot of “Yao Hai” had appealed to the Court of Final Appeal and the hearings had been scheduled for 29.5.2012. Once the court case was concluded, MD would consult the industry on the proposed re-alignment, markings and disposition of buoys at the proposed fairway of northern Lantau. Meanwhile, MD was planning to visit the main ocean tug providers in Shenzhen in mid-2012 to promote and discuss with them the recommended route and related measures

so as to improve marine traffic safety in the area concerned.

[Post-meeting note: The leave to appeal for both the master of “Neftegaz 67” and the Chief Pilot of “Yao Hai” was granted by the Court of Final Appeal on 29.5.2012.]

Air-draft limitation at Tsing Ma Bridge

14. Mr. Andrew NG reported that as at 17.5.2012, 94 trials on 41 container vessels coming from 5 major liner companies had been conducted by utilizing the tidal windows to transit beneath the Tsing Ma Bridge. All of the trials were conducted smoothly. The trial result indicated that the proposed procedures were sound and practicable. As agreed at the PAC meeting held on 14.10.2011, the trial would be continued until end of this year so as to obtain more vessel data and the differences between the predicted and actual tidal levels in all seasons. Upon the conclusion of the trial, a database capturing relevant data such as the mast heights of ultra large container vessels, changes of tidal height and seasonal factors, etc, would be set up with a view to further refine the procedures and arrangements which deem necessary.

Length of vessels in Schedules 2 and 3 to the Pilotage Order (Cap. 84C)

15. Members agreed that a Working Group meeting should be arranged in due course to discuss and set out the details of the related training, practical assessments and experience required for the revised pilot classes.

[Post-meeting note: The Working Group had been scheduled to meet on 26.6.2012.]

Pilotage dues revision proposed by HKPA

16. Mr. Andrew NG reported that the new basic pilotage due and the new additional

due for the pilot service to the west of East Brother Island had come into effect on 3.2.2012. Further increase of the additional dues for the pilot service to the west of East Brother Island would take effect on 1.1.2013. Members agreed that this item could be deleted.

PAC Paper No. 3/2011 - "Pilotage Exemption for Vessels of 1,000 Gross Tonnage or over Proceeding to or from Kwai Chung Container Terminals"

17. Mr. Andrew NG reported that the proposed pilotage exemption scheme for river trade vessels (RTVs) had taken effect on 1.1.2012. Since then, 5 RTVs that were over 2,000 and below 3,000 GT had been granted exemption. No accident involving these 5 vessels had been reported so far.

18. Mr. Andrew NG further reported that a liaison meeting with HKPA, Hongkong International Terminals, COSCO-HIT Terminals (HK) Ltd, Asia Container Terminals Ltd, Modern Terminal Limited, DP World and the Guangdong and Hong Kong Feeder Association had been held on 12.12.2011 to formulate measures to regulate movements of RTVs within Kwai Chung Container Terminal (KCCT) basin with a view to enhance marine traffic safety in the area. Parties concerned had reached a consensus on the new berthing arrangements within the basin. For example, the number of tiers of RTVs/barges that were allowed to berth alongside the main/cross berths had been reduced. Patrol had also been stepped up to ensure that RTVs/barges had complied with the new requirements. Since the implementation of relevant control measures, the number of accident involving these vessels had greatly reduced.

19. Mr. CHAN Ming-shun and Capt. WANG Chi-cheong agreed that the new arrangements had proved to be very effective as the traffic control within KCCT basin had substantially improved these few months. For example, the control of RTV movements at the end of berth nos. 6, 7, 10 and 11 had improved and the obstruction to the berthing and unberthing of ocean-going vessels to the adjacent main berths had greatly reduced. Mr. Andrew NG added that the

Kwai Chung Marine Traffic Control Station (KCCS) would continue to work closely with the terminal operators to monitor the RTV movements to ensure proper control of marine traffic within the area. He remarked that a meeting with all parties concerned would take place in due course to review and assess the effectiveness of the trial measures.

20. Mr. SIU Wai-lim pointed out that at present RTVs calling at the KCCT basin were required to be equipped with VHF radio and AIS identifiable by MD's VTS system. He opined that VHF system, when compared with AIS, could better facilitate and strengthen the control of vessel movements and thus enhance navigation safety within the basin as the communication between KCCS and the vessels could be made known to all parties simultaneously through VHF system direct. Mr. WONG Wing-hung shared his view but he reminded that a high usage of VHF system would have certain influence on the air-time of the frequency channels and hinder the timely communication between KCCS and the vessels within or approaching the KCCT basin. He suggested this issue should be brought up for further discussion in the coming review of the trial measures.

21. In response to Mr. NG Kin-man's enquiry on the reason why the required number of calls to Hong Kong per year by the masters for practical assessment and subsequent annual re-validation was reduced from 26 to 12, Mr. Andrew NG explained that some of the exempted masters might not be able to complete as many as 26 similar calls to Hong Kong per year, and in other occasions more than one master might take turn to serve on a particular vessel. Having said that, through the practical assessments conducted in the past, he observed that the exempted masters were generally equipped with good ship handling and navigational skills. On the other hand, the RTV movements were also strictly monitored by the VTC and KCCS. Since the implementation of the pilotage exemption scheme in 2002, the masters concerned had operated safely without significant problem. To facilitate the continual growth of the river trade and in view of the good safety record of these masters, it was therefore agreed at the

last PAC meeting held on 14.10.2011 that the number of calls by the masters could be reduced to 12.

IV. New Discussion Item

PAC Paper No. 1/2012 – “Proposed Amendments to the Berthing Guidelines”

22. Mr. Andrew NG presented the paper in detail. The paper had been circulated to PACWG members and their comments had been incorporated. The proposed amendment items were minor in nature, i.e. changing of berth name, clarification of tug power and updating of tug fleets, etc. For the revision of tug requirement for container vessels from length overall (LOA) 367m to 340m, it was based on the pilots' experience and consensus of the Hong Kong Liner Shipping Association (HKLSA) on the sluggish maneuverability of particular classes of heavy laden large container vessels with LOA between 340m and 367m.
23. Capt. WANG Chi-cheong mentioned that during the berthing simulations conducted by the HKPA, it was noticed that the tidal stream at Kwai Chung Berth no. 14 (KC 14) was rather strong and had obvious impact on the berthing operations of vessels with LOA over 300m, particularly during ebb tide. He said that HKPA would discuss with Asia Container Terminals Ltd. at a later stage with a view to further refine the part of the Berthing Guidelines of KC 14 so as to better reflect the situation.
24. Capt. WU Ka-shun pointed out that sometimes there were slight discrepancies in the LOA figures reported by the vessels or obtained from the VTC and the actual length of the vessels. Mr. Raymond CHUNG and Mr. WONG Wing-hung clarified that LOA of vessels should always serve as the standard for recording vessels' length. If discrepancies in the figures were identified, parties concern could inform the VTC for verification and following up with the master of the vessel.

25. After deliberation, the meeting endorsed the paper and agreed that:
- (a) Item 4 of Annex – “Hong Kong Tug & South China Tug” should read as “Hong Kong Tug & Yiu Lian Tug”;
 - (b) Item 11 (Location: KC6) – Remarks of code 050 should read as “Port side alongside”; and
 - (c) Item 12 (Location: KC7) – Remarks of code 050 should read as “Starboard side alongside”.
26. Capt. WU Ka-shun asked when the revised Guidelines would be uploaded to MD’s website. Mr. Andrew NG said that he would tidy up the Guidelines by incorporating members’ comments and upload the faired copy to the website within next week.
27. Mr. CHAN Ming-shun concluded that the Berthing Guidelines only set out the general requirements for the shipping industry and vessels operating in the port in order to assist their day-to-day operation. However, with the rapid development and growth in both the number and size of the vessels calling at Hong Kong in recent years, the whole industry, including terminal and tug operators, needed to adapt to changes in terms of the mode of operation every now and then to keep pace. In view of the above, the Guidelines might not be comprehensive enough to cover all scenarios at any point of time. Having said that, HKPA would continue to maintain close communication with HKLSA to review the daily operation in the port and draw up house-rules for internal reference of the industry. He added that HKPA would keep up with the practice to draw on the valuable knowledge and experience of all involved parties to fine-tune the Berthing Guidelines to the best they could. He also thanked Mr. Andrew NG in providing dedicated assistance in the amendment works of the Guidelines over the past years.

[Post-meeting note: After the meeting, HKPA further proposed to change all location codes of Sinopec to “SINO”. The revised Berthing Guidelines were

subsequently uploaded onto MD's website on 25.5.2012.]

V. **Any Other Business**

Training and Development Programmes for Pilots

28. The Chairman said that Mr. John WILSON proposed a discussion item on the simulation training for pilots provided by HKPA in 2012, including trainings conducted, trainings planned, number of pilots receiving trainings and the location of the trainings being conducted. Mr. Andrew NG informed members that Mr. WILSON was invited to attend a simulation training for Class II pilots conducted by HKPA at the MD Training Centre as observer on 30.4.2012. After the observation, Mr. WILSON expressed that he was satisfied with the quality of the simulation training.
29. Capt. Steven LAM, who was the Training Officer of HKPA, gave members a detailed account of the structure of the Training Team of HKPA and the comprehensive training and development programme provided for each class of pilotage. Apart from the appropriate experience specified in the Pilotage Order that the apprentice and Class II pilots should gain, HKPA also provided additional in-house trainings, both theoretical and practical, as well as internal assessments to ensure that they are conversant with the job before recommending them to PAC for advancing to the next higher class. Simulation trainings would also be provided to polish their skills of crisis management, emergency ship handling and marine traffic interpretation under different scenarios. HKPA would closely monitor the progress of the apprentice and Class II pilots and would impose additional trainings to those whose performance were fallen behind. All the trainings programmes were well documented and were subject to internal and external audits.
30. As for the pilots attaining Class I license, there was no statutory requirement on the training to be received. Having said that, periodical refresher trainings were provided by HKPA to Class I pilots in accordance with the IMO

Resolution A960 (i.e. Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-sea Pilots) to ensure the continued proficiency of pilots and updating of their professional knowledge. A Working Group on Training and Certification for Pilots was formed by MD in 2004 to discuss the standard of competency of each class of pilotage and the continued proficiency for pilots. To this end, a Continued Proficiency Development Programme was formulated in 2006 for Class I pilots. They were required to complete courses on Managerial, Technological, Legal and BRM & Simulation exercises in a 5-year cycle. The contents of the programme were subject to continual review and enhancement.

31. On top of the above-mentioned regular trainings, HKPA would put in place other ad hoc trainings and workshops or seminars conducted by guest-trainers. They would also send pilots overseas to attend courses on bridge resource management, crisis management and other job-related trainings or workshops so as to acquire more updated knowledge and enhance professionalism.
32. Lastly, Capt. Steven LAM briefed members in details the simulation trainings provided to pilots, with 2 different scenarios as illustrations. He informed members that the scenarios were built by drawing reference to incidents in the past and overseas experiences, etc. The simulation trainings were conducted at MD Training Centre, where MD ship simulator would be used for ship handling training and studies, trial berthing and other assessment purposes.
33. Mr. Andrew NG remarked that the ship simulator exercises were originally conducted at one of the local universities several years ago. However, due to limitations of the equipment and the experience of the trainers, the trainings were then carried out at MD Training Centre where hire services of ship simulator and modeling were provided. Mr. WONG Wing-hung emphasized that other than the necessary hardware, staff members of the Training Centre were also equipped with good pilotage and simulation skills. They were being sent to overseas cities such as Singapore to acquire related knowledge so that

they could better facilitate the simulation trainings.

34. Mr. CHAN Ming-shun hoped that the above presentation could let members understand more on the training programmes of HKPA and they would strive to upgrade and improve the standard of their pilotage services. He welcomed members' comments on their work.
35. The Chairman thanks Capt. Steven LAM for the solid information on the training system of HKPA. It was believed that HKPA would continue to upgrade the content of their training programme where necessary to train up their pilots.

Thank-you Message to Members

36. The Chairman informed the meeting that Capt. CHAN Lok-ching, Mr. LIU Yun-shu and Mr. Andrew NG would step down from the Committee. He expressed thanks and gratitude to them for their contributions and valuable advice given to the Committee over the past years.

VI. Date of Next Meeting

37. The meeting ended at 12:45 p.m.. The date of the next meeting would be announced in due course.