



## Pilotage Advisory Committee

Ref. : HQ/COM 928/19 (4)

### Minutes of Working Group Meeting

Date: 3 January 2003  
Venue: Conference Room A, 24/F, Harbour Building  
Time: 2:30 p.m.

#### Present

Chairman :	Mr. SIN Tak-cheung	GM/VTS, Marine Department
Members :	Capt. Alan Loynd	Master Mariner
	Capt. LEE Tai-kuen	Representing HK Liner Shipping Association
	Capt. WU Ka-shun	Representing Tug Operators
	Mr. MA Yan-kwong	Representing Container Terminal Operators
	Mr. YOUNG Yick-sing	Representing HK Shipowners Association
	Capt. CHAN Shui-hoi	Representing HK Pilots Association Ltd.
	Capt. SO Ying-kit	- ditto -
Secretary :	Ms. Shirley HO	ADS/C&G, Marine Department

#### In attendance

Capt. LAM Chee-kin	HK Pilots Association Ltd.
Capt. Marso K P LAW	- ditto -
Capt. C H TANG	- ditto -
Mr. Y K WONG	P & O Nedlloyd (HK) Ltd.
Mr C N CHUNG	MO/Pilotage, Marine Department

#### Absent with Apologies

Capt. LI Kwan-wood	Master Mariner
Mr. CHEUNG Shun-hing	Representing Break Bulk Cargo Operators
Mr. LI Pok-yan	Representing Dockyard Industry
Mr. Richard Lancaster	Representing Dry Bulk Cargo Operators
Mr. CHUI Hing-cheung	Representing Oil Terminal Operators
Mr. Terrence SIT	Shipping Agents/HKGCC
Mr. FAN Wai-biu	S(N)/PSC, Marine Department

## **I. OPENING REMARKS**

1. The Chairman welcomed all to the meeting and introduced-
  - Capt. SO Ying-kit and Capt. CHAN Shui-hoi, newly appointed PAC members effective 1.1.2003;
  - Capt. Marso LAW and Capt. C H TANG of the HKPA, attending the WG meeting as observers; and
  - Mr. Y K WONG, designate PAC member to replace Capt. LEE Tai-kuen when his membership expired on 28.2.2003.

## **II. DISCUSSION ITEM**

### ***PAC Paper No. 6/2002 “Proposed Amendments to the Berthing Guidelines”***

2. The Chairman explained that the purpose of this meeting was to discuss the 14 proposed amendments to the Berthing Guidelines as detailed in the PAC Paper No. 6/2002. He invited members to give their comments on each item.
3. Members views were summarised as follows :
  - (a) Members endorsed items (1), (3), (10), (11), (12), (13) and (14) with no particular comments.
  - (b) For item (2), members endorsed the proposal to include the tide in the calculation of the maximum allowable draft for vessels berthing at Kwai Chung Terminal, with the following remarks-
    - (i) Mr. MA Yan-kwong pointed out that dredging at the Kwai Chung container berths No. 9 to 14 to increase the depth to 15m had now been completed and therefore the maximum allowable draft should be amended accordingly. He also suggested that in future the draft for Kwai Chung Terminal should be updated as soon as the information about the latest depth was available so that the vessels could always be loaded based on the latest situation.

- (ii) Mr. LAM Chi-kin explained that the HKPA would normally only accept the depths promulgated on the charts or in the Marine Department Notices as the confirmed depths, but it would also be acceptable if such information was updated on the Marine Department website so that everyone could base on the same information.
  - (iii) Mr. So Ying-kit added that the HKPA was conducting a review on the future requirements for berthing at the Kwai Chung Terminal to assess if there should be a cap for the maximum draft. He expected this would take about 3 months to complete..
  - (iv) The Chairman said that the Berthing Guidelines would be updated continuously as and when the latest information about the water depth was made available to Marine Department. He suggested that members could further discuss the HKPA's review after the dredging works for Rambler Channel was completed.
- (c) For items (4) to (9), Capt. WU Ka-shun and Capt. Alan Loynd expressed concerns over the relaxation of tug requirements for tankers berthing at the oil terminals. Capt. WU tabled a written note on his comments, for members' reference.

Mr. LAM Chi-kin explained that the HKPA had carried out a total of 169 trials to ensure that the safety of vessels would not be compromised by relaxing the tug requirements. Information about the trials was also tabled for members' reference.

After lengthy discussion, the following conclusions were drawn-

- (i) Members agreed that in order to cope with the changing environment of the port, the berthing guidelines had to be reviewed and updated from time to time to reflect the current operational requirements for the pilotage job. This was to ensure not only the safety of the

operations but also the efficient use of the port resources.

- (ii) Members would study the information provided by the HKPA about the trials and give their comments, or questions if any, to the Secretary for consolidation to facilitate further discussions at the next WG meeting.

(Post meeting note: so far the Secretary has received written comments from Capt. LEE Tai-kuen, Capt. Wu Ka-shun and Capt. Alan Loynd on this subject, which were attached for members' reference.)

### **III. DATE OF NEXT MEETING**

- 4. There being no other business, the meeting ended at 5 p.m. The date of next meeting would be announced in due course.

Please refer to Para. 3(c) (iii) of the Minutes of Meeting of 3 January 2003



"Tai Kuen Lee"  
<taikuen.lee@molasia.com>  
m>

08/01/2003 17:38

To: mopilotage@mardep.gov.hk  
SHIRLEY HO/MARDEP/HKSARG@MARDEP  
cc: y.k.wong@ponl.com  
Subject: Comment to PAC Working Group Meeting.  
 Urgent  Return Receipt

To: PAC Secretary

Dear Shirley,

On behalf of HKLSA, I would like to have following comments regarding the discussion on the last Working Group Meeting.

1. Berthing guideline should be periodically updated due to environment changed  
from time to time which is to enhance port efficiency, maximize using the existing port facilities and to make it most cost effective.
2. To review the berthing guideline, the trial is necessary and should be carried out whenever the circumstance permitted under the safe condition.  
Such trial should consulted and consented with the master and the shipping agents and get permission from VTC. Shipping lines and ship master are happy to support such activities.
3. Berthing Guideline is a recommendation that is to guarantee maximum workable in safety concern.  
If the Service provider (HKPA) and the service user (master of the vessel and ship agent) agreed to go beyond and such action have considered safety in all aspects, We don't see anything wrong and it is encourage to do that.  
Otherwise, the port or the men will never get improve or in progress.

Thanks and best regards

T.K. Lee  
Mol Asia  
Tel: 852 28236850  
Fax: 852 25278333

Please refer to Para. 3(c)(iii) of the Minutes of Meeting of 3 January 2003



"Capt K.S.Wu"  
<kswu@southchinatowng.com.hk>

09/01/2003 14:16  
Please respond to kswu

To: SHIRLEY HO/MARDEP/HKSARG@MARDEP  
cc:  
Subject: PAC Paper No.6/2002  
 Urgent  Return Receipt

Further to the PACWG meeting on 3.1.2003 regarding the captioned subject, more information may be required to be given and thorough discussion among members of the PACWG is required.

Regards,

KS Wu