

## PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/19(6)

### Notes of Working Group Meeting

Date : 20 May 2010 (Thursday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 2:30 p.m.

#### Present

Chairman: Mr. Raymond CHUNG

GM/VTS, Marine Department (MD)

Member:

Mr. Peter YIM

HK Liner Shipping Association (HKLSA)

Ms. Gloria CHOY

Containers Terminal Operators

Mr. Roger CHEN

Dry Bulk Cargo Operators

*(on behalf of Mr. Edward CHIU)*

Mr. CHENG Siu-lun

Oil Terminal Operators

Mr. NG Ming-fai

Dockyard Industry

Capt. WU Ka-shun

Tug Operators

*(on behalf of Mr. Philieas FONG)*

Capt. CHEN Yu-chi

HK Pilots Association (HKPA)

Capt. CHU Wah-sau, Summy

- ditto -

*(on behalf of Mr. SIU Wai-lim)*

Secretary: Mr. John LEUNG

ADS/C&G, MD

#### In Attendance

Ms. Yvette CHAN

HKPA

Mr. LAI Chi-tung

SMO/VTC, MD

Mr. Andrew NG

MO/Pilotage, MD

#### Absent with Apologies

Capt. CHAN Lok-ching

HK Shipowners Association

Mr. NG Kin-man

Master Mariner

Capt. LAM Wing-shing

Master Mariner

Capt. David WATKINS

Master Mariner

## **Opening Remarks**

1. The Chairman welcomed all present. He said that this meeting was called to mainly discuss the proposed amendments to the Berthing Guidelines in relation to the resumption of Ma Wan night transit for bulkers and tankers. He also said that the notes of the last PAC Working Group meeting held on 20 January 2010 had been circulated to members for comments and been amended a number of times as proposed. The Secretary said that the notes had been confirmed after circulation as PAC Working Group meetings were held on an ad hoc basis. Members raised no further comments on the notes.

## **Discussion Item**

### ***PACWG Paper No. 5/2010 – “Resumption of Ma Wan Night Transit for Bulker and Tanker”***

2. Capt. CHEN Yu-chi briefed members of the matter in detail. He said that since the temporary suspension of the night transit for bulkers and tankers on 15 January 2010, HKPA had been discussing with the Shekou pilots, user representatives, and MD as an effort to resume the night transit as soon as possible. HKPA was prepared to resume the night transit on the condition that escort tug service would be deployed between Ha Pang and UR2 buoy. It had been agreed that any extra costs for the proposed extension of tug service would be borne by the ship owners. Capt. CHEN said that as soon as the proposed amendments were endorsed at the next PAC meeting to be held on 15 June 2010, the Ma Wan night transit for bulkers and tankers with LOA from 198m to 230m would be resumed.
3. In reply to Capt. WU Ka-shun, Capt. CHEN confirmed that the proposed deployment of one escort tug from Ha Pang to UR2 buoy would apply to night

transit for bulkers and tankers of draft over 9m only. In reply to Ms. Gloria CHOY, Capt. CHEN clarified that the period of night transit was defined by the published sunset and sunrise times plus or minus 30 minutes respectively.

4. The Chairman asked if the same tug would be used throughout the transit. Capt. WU Ka-shun said that the normal practice was to use the same tug, but it would be up to the individual tug operators to agree with their customers on the arrangement.
5. Capt. CHEN Yu-chi pointed out that the last point in the General Remarks in the Annex to the PAC WG Paper No. 5/2010 was to specify the escort tug service area of Ma Wan transit, i.e. between Kelett West buoy and Ha Pang. He said that this remark should also apply to passenger and container ships. The HKPA would pursue the same amendment to be applied to other ships in the next PAC meeting.
6. Capt. WU Ka-shun asked how long it would take to decide whether the status of the waterways in north Lantau would be changed. The Chairman replied that discussions between HKPA and MD in order to improve the traffic management of the passage was on-going, and nevertheless, any change to it should not be made before the conclusion of the court case.
7. Capt. Summy CHU suggested that improvement measures should be prepared in advance so that they could be implemented as soon as the result of the appeal was available. The Chairman replied that continuous efforts were being made by HKPA and MD for this purpose.
8. The Secretary said that Mr. NG Kin-man who could not attend the meeting had endorsed the paper by writing. The Chairman concluded that the paper was endorsed unanimously and the proposed amendments would be recommended for PAC members' endorsement at the next PAC meeting.

## Any Other Business

9. Capt. WU Ka-shun said that a new tug Shanghai, which would be in operation soon, should be included in the Berthing Guidelines. The Chairman said that the proposed amendment would be discussed at the next PAC meeting.

*(Post-meeting note : Capt. WU Ka-shun later confirmed that the new tug 'Shanghai' had been licensed to operate on 18 May 2010.)*

10. Mr. Peter YIM said that there was a report on fishing by small vessels at Ma Wan on the television lately. He said that these fishing activities were illegal and endangered the traffic in Ma Wan. Mr. LAI Chi-tung said that patrol launch would be deployed to investigate these activities and expel the fishing vessels whenever they were reported. Mr. YIM said that apart from being expelled, the fishing vessels should also be prosecuted. Capt. CHEN Yu-chi opined that these fishing vessels were difficult to catch because of their high speed. The Chairman said that in addition to the actions taken by the patrol launch, MD would continue to promote safety when meeting with the fishing associations. Mr. NG Ming-fai said that the problem appeared to be seasonal, and patrol should be strengthened accordingly. The Chairman replied that MD would consider any practical measures.
11. Mr. Roger CHEN asked if there would be any relaxations for the LOA for Ma Wan night transit as the LOA of CLP's bulkers for carrying coal were well over 230m. Capt. CHEN Yu-chi replied that the current maximum draft of bulkers to transit Ma Wan was 16.8m, and the passage from CP4/CP5 to UR1 buoys was very narrow. He suggested that in the long term CLP should consider dredging of the passage concerned so that vessels drawing a draft exceeded 16.8m could be accommodated.
12. There being no other business, the meeting ended at 3:30 p.m.