

WORKING GROUP ON COMPULSORY PILOTAGE & PILOT TRAINING

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

Notes of the Working Group Meeting on Compulsory Pilotage & Pilot Training held on 4 November 1998

Present

Chairman : Mr. T. C. SIN
Members : Mr. CHEUNG Hi-loi
Mr. LEE Tai-kuen
Capt. Christopher Keen
Capt. WU Ka-shun
Mr. M.J. Wareham
Mr. George KWOK
Secretary : Mr. Michael YEUNG

In attendance : Mr. Terence SIT
Mr. P.J. WU
Mr. YEUNG Man-chor

Absent with apologies : Mr. PAU Sai-hung
Capt. Alan Loynd
Mr. John LEE
Mr. Duncan Telfer

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I. Confirmation of the notes of the last meetings

1. The notes of the meeting held on 9.9.98 were confirmed with the following amendments -
 - a. to delete 'and comments' in line 2, paragraph 8; and
 - b. to add to the end of paragraph 9 : (Post meeting notes - Name of the vessel is M.V. Ocean Beluga).

II. Matters arising from previous minutes

(i) Review of the Ngan Chau (Round Island) Pilot Boarding Station (PBS)

2. Mr. H. L. CHEUNG reported that the operation since the implementation of Phase III was very smooth and successful. Feedbacks from masters were very positive especially to the early boarding of pilots. This had also contributed to the effectiveness and efficiency of the traffic flow at West Lamma Channel. Mr. CHEUNG added that

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the boarding location might be slightly adjusted by the pilot during adverse weather conditions. The Chairman agreed to the pilot's safety concern during inclement weather. He also agreed that the traffic flow between Green Island and Round Island had been greatly improved.

3. Mr. P. J. WU reported that they were operating from the Davis Street Pier using their hi-speed launches, they were happy with the present arrangement disregard their dragged on negotiation with GPA on the rental and lease terms of the Ap Lei Chau site. He further reported that they were still negotiating with the Hong Kong Liner Shipping Association and Shipping Division of the GCC on the new pilotage dues.

4. In response to the inquiry on the set up of a PBS at West Lamma Channel, the Chairman informed the meeting that a survey had to be conducted beforehand because ~~the tidal current there was increased by 2-5 knots. There being no outstanding business and this item was deleted from the agenda.~~ *there were some unconfirmed reports that the tidal current there had been increased by 2-5 knots; and there being no outstanding business and this item was deleted from the agenda.*

(ii) **Performance Measure of Pilots**

5. Mr. P. J. WU reported that the new passage plan had been in use and no adverse comments was received so far. He also reported to the meeting that HKPA was presented with a DNV Certificate on 1 November 1998. The Chairman, on behalf of the meeting, congratulated HKPA on this fine achievement, HKPA indeed would be the first organization of this kind received such recognition.

6. In connection with the identification of performance indicators, the Chairman invited members to send in their suggestion, he also requested HKPA to consult their counterparts at the November ~~INPA~~ meeting to be held in Shanghai.

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III. **Any Other Business**

(i) **PAC WG Paper 2/98 "Duty Pilot in the Vessel Traffic Centre (VTC)"**

7. Mr. George KWOK presented the paper. The proposal was to put on hold the recommendation of stationing a pilot at VTC. Capt. Alan Loynd did not agreed to this proposal, his letter was tabled at the meeting for members' information.

8. While noting the possible advantage of the recommendation and realising the existence of similar arrangements in some other countries, the majority view of the WG was that this was not essential, the reasons were at the following -

a. The responsibility for ensuring the safe navigation of a vessel should lie with the ship master, the ultimate decision in ship handling and navigation would rest with the master and the pilot on board.

b. The role of VTC would be providing necessary information to the master/pilot on board the vessel to facilitate their decision making. The VTC pilot's duty would also be providing warning or advice only, not to make



decisions on how the vessel should be navigated. The posting of a pilot at the VTC would not effectively improve the provision of such information or warning etc.

c. Cross-familiarisation and practical training were taken place to enhance the mutual understanding of operations at both VTC and pilots. This would generally fulfil the need for VTC personnel to gain sufficient pilotage knowledge in order to provide nautical advice, as noted in the consultant's report.

9. The Chairman summed up the discussion that the issue should rather be addressed on a 'need' basis, the need for a duty pilot in VTC would seem to be desirable but not absolutely essential. He proposed and the meeting agreed that a PAC paper would be drafted in this respect for members to consider at the coming PAC meeting.

(ii) **Exemption of Compulsory Pilotage for Vessels to/from Yantian without calling Hong Kong**

10. The meeting agreed that vessels moving to/from Yantian without calling Hong Kong should be exempted from compulsory pilotage when transiting Hong Kong waters. The reasons being that it would be difficult both administratively and practically to impose compulsory pilotage on these vessels which would only be cutting a small corner of the 'pilotage area'. This recommendation would be submitted to the coming PAC meeting for endorsement.

(iii) **Use of Bow Thruster and Transverse Thruster to substitute for Tug**

11. It was provided in the Berthing Guideline criteria by which vessels equipped with transverse thruster may be exempted from the employment of a tug. There were three classes of prescribed vessel lengths and the minimum would be 130 meters. Mr. George KWOK invited members to consider whether this arrangement should be extended to cover tankers of shorter lengths.

12. HKPA was of the view that the two tankers which had been exempted from the employment of a tug were tailor made for Sha Chau Oil Terminal and undergone stringent trials, other chartered tankers carrying DGs should not be granted the same exemption. Mr. Mike Wareham supported this view for safety reason.

13. There being no other business and the meeting was adjourned at 11:55 a.m.

IV. Date of next meeting

14. Date of the next PAC WG meeting would be announced in due course.

