

MARINE DEPARTMENT NOTICE NO. 16 OF 2001

(Port Operations Procedures)

Ngan Chau and Lei Yue Mun Pilot Stations Procedures

Ship masters, owners, agents and operators are reminded of the procedures implemented in 1994 regarding the rationalization of vessels' arrival times by the Vessel Traffic Centre (VTC) to prevent congestion at the Ngan Chau (previously Green Island) and the Lei Yue Mun Pilot Stations.

2. The following procedures aim to arrange the arrival of vessels with similar Estimated Times of Arrival (ETA) at the pilot stations in an orderly manner to enable adequate time and space intervals between consecutive vessels for navigation safety :

- (a) The master of an inbound vessel requiring pilotage service should book the pilot with the Hong Kong Pilots Association (HKPA) through the local agent. He should provide the best ETA to the pilot station.
- (b) Should HKPA receive bookings from more than one vessel having the same ETA at the pilot station, it will schedule, according to the order of the bookings received, a pilot boarding time (PBT) to each vessel so that an orderly separation of up to five vessels at the Ngan Chau Pilot Station, and three vessels at the Lei Yue Mun Pilot Station, is arranged for each and every half-hourly interval.
- (c) HKPA will then inform the VTC of the PBT of each vessel. On making the first VHF radio contact with the vessel, the VTC will advise the master his PBT at either Ngan Chau or Lei Yue Mun. Thereafter, the VTC will monitor the progress of the vessel to ensure that the PBT is followed.
- (d) Should the vessel be unable to arrive at the pilot station as scheduled, the master shall advise the VTC soonest. Likewise, the VTC shall notify the master of any changes to the PBT.

3. Masters of vessels intending to embark a pilot at either the Ngan Chau or Lei Yue Mun Pilot Stations are reminded to :

- (a) confirm the scheduled PBT on establishing communications with the VTC on approaching the waters of Hong Kong;
 - (b) adjust speed in order to arrive at the pilot station at the scheduled PBT, or as directed by the VTC;
 - (c) conform with the speed of other vessels and not to overtake others ahead unless so directed by the VTC; and
 - (d) maintain a listening watch on the appropriate VHF Sector Channel.
4. The procedures outlined above will remain flexible to permit the inclusion, in the vessel stream, of vessels not taking pilots. In addition, the procedures will accommodate, to some extent, deviations in ETAs due to unforeseen circumstances although it should be recognised that vessels arriving significantly after their PBT may face further delays. It is important, therefore, that accurate ETAs are provided to HKPA.
5. These procedures are intended to contribute to vessel safety in Hong Kong waters. Masters are reminded that failure to comply with the directions issued by the VTC in respect of vessel movements in Hong Kong waters is an offence under Section 16 of the Shipping and Port Control Ordinance, Cap. 313, and is liable, upon conviction, to a fine of HK\$ 10,000 and to imprisonment for six months.
6. This notice supersedes Marine Department Notices No. 7 and No. 91 of 1994.

S.Y. TSUI
Director of Marine

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