

## PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/29 (22)

### Minutes of the Pilotage Advisory Committee Meeting

Date : 29 April 2014 (Tuesday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 2:30 p.m.

#### Present

Chairman: Mr. H. M. TUNG	Deputy Director of Marine
Member: Capt. ZHOU Wei	HK Shipowners Association
Mr. CHAN Wo-shing	HK Liner Shipping Association
Mr. NG Che-kan, Deforest	Shipping Agencies
Mr. Michael CHEUNG Siu-ming (on behalf of Mr. YANG Xiao-guang)	Dry Bulk Cargo Operators
Ms. Catherine CHOW (on behalf of Mr. David DENG)	Break Bulk Cargo Operators
Mr. LEUNG Kwan-hang	Oil Terminal Operators
Mr. ZHANG Zhi-liang	Dockyard Industry
Mr. FONG Yuk-choi, Phileas	Tug Operators
Mr. NG Kin-man	Master Mariner
Mr. John WILSON	Master Mariner
Mr. YEUNG Wai-tin, Danny	HK Pilots Association
Mr. CHAN Ming-shun	HK Pilots Association
Mr. LAI Chi-tung	AD/PC(Ag), MD
Mr. SHIU Yu-chuen	S(N)/EX, MD
Secretary: Ms. Alison WONG	EO(C&G), MD

#### In Attendance

Mr. WONG Wing-hung	GM/VTC(Ag), MD
Mr. George TANG	MO/Pilotage, MD
Mr. K. F. CHAN	Wallem Shipping (HK) Limited
Ms. Yvette CHAN	HK Pilots Association
Mr. LAI Wing-lun	HK Pilots Association

## **Absent**

Capt. LO Ting-ho

Master Mariner

## **OPENING REMARKS**

1. The Chairman welcomed all to the meeting. He extended his welcome particularly to the following persons –
  - (a) Mr. NG Chi-kan, Deforest and Mr. SHIU Yu-chuen, who were new members of the Committee;
  - (b) Mr. Michael CHEUNG Siu-ming, who was attending the meeting on behalf of Mr. YANG Xiao-guang representing the dry bulk cargo operators; and
  - (c) Ms. Catherine CHOW, who was attending the meeting on behalf of Mr. David DENG representing the break bulk cargo operators.

## **AGENDA ITEMS**

### **I. Interview of Apprentice Pilot**

2. The Chairman informed the meeting that the applicant, Mr. HUNG Chi-tat who had already passed the necessary medical examination would be interviewed.
3. The applicant was asked to brief members on his own background and to respond to some questions about his ship handling experience, reasons for joining maritime industry and applying to join this profession, the major challenges to be a pilot in Hong Kong, and whether he could adapt to the shift pattern of pilot's work, etc.
4. After discussion, 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. HUNG registered as an apprentice pilot on 29.4.2014.]*

## **II. Confirmation of Minutes of Last Meeting**

5. The minutes were sent to members for comments in November 2013. No comments had been received and the minutes were confirmed without amendments.

## **III. Matters Arising from Previous Minutes of Meeting**

*PAC Paper No. 1/2013 – “Proposed Amendments to the Examination and Training of Pilots”*

6. Mr. George TANG reported that the revised Draft Drafting Instruction (DDI) had been submitted to the Civil Division of the Department of Justice (DoJ) for their final comment and clearance before putting up to the Transport and Housing Bureau (THB) for follow up. It was expected that the proposed amendments could be completed in 2014.
7. The Chairman urged the HKPA and MD to better communicate and coordinate when working on the transitional arrangements of the amended legislation so as to sort out and unriddle all potential complications behind.

*PAC Paper No. 3/2013 – “Establishment of Principal Fairways in the Waters North of Lantau Island”*

8. Mr. George TANG reported that further to the endorsement of the paper by this Committee in last September, the Port Operations Committee and the High Speed Craft Consultative Committee were also consulted in last October and December respectively. Both Committees had endorsed the paper. General

support was also received by the Local Vessels Advisory Committee except that the representatives from the fishing industry had expressed their concerns on the loss of fishing ground and the impact on the fishermen's livelihood. Mr. TANG pointed out that the establishment of the principal fairways and fishing prohibited area would not affect the ecological environment in the vicinity and it would not reduce the number of marine life. Fishing vessels should not engage in fishing activities within the fairways and the fairway junctions for the sake of marine safety. In the past, neither compensation nor ex-gratia had been granted to the fishermen for the establishment of principal fairways or prohibited fishing areas.

9. The draft DDI had been sent to DoJ in early April 2014 for comment and clearance. The finalized draft DDI would be put up to THB for follow up.

#### **IV. New Discussion Item**

##### ***PAC Paper No. 1/2014 – “Proposed Amendments to the Berthing Guidelines”***

10. Mr. George TANG presented the paper and explained the updating of tug information and berthing information in detail. He remarked that a Working Group meeting had been convened on 15.4.2014 to go through the details of the proposed amendments. He also expressed gratitude for some of the terminal operators for contributing updated berth information so contained in the Guidelines, which had already been incorporated into the paper.
11. He received a final update from the terminal operator that the maximum vessel draft of KC 5 in Chapter 8 of the Guidelines should read 15.0m instead of 15.5m.
12. Members raised no further comments and the paper was endorsed. The faired copy of the updated Guidelines would be uploaded to the website in due course.

*[Post-meeting note: The updated Berthing Guidelines were uploaded to the website on 21.5.2014.]*

***PAC Paper No. 2/2014 – “Proposed Amendments to the Pilotage Order, Cap. 84C (Appropriate Experience of Applicant)”***

13. Mr. George TANG introduced the background of the paper in detail. He recounted that the amended schedule would become more realistic which could keep in line with the prevailing shipping environment and berth situations. The requirements as a whole were sufficient to equip apprentice pilots with necessary experience to enable them to provide pilotage services at professional standard. The paper was discussed by the PAC Working Group at its meeting on 15.4.2014.
14. Mr. TANG further highlighted that the berthing requirement for the new berths (KTCT and ABS Biodiesel Terminal) had been misplaced at Table 3 (i.e. the apprentice to act as an observer only) of the Schedule in the Working Group paper. The item had been moved back to Table 1 (i.e. the apprentice to pilot a ship while accompanying a licensed pilot) in this PAC paper so that the apprentice pilot could gain necessary experience to provide services at these new berths.
15. As it might take some time to go through the legislative procedures to amend the Schedule, Mr. WONG Wing-hung proposed to adopt the revised Schedule through administrative measure with immediate effect and all new apprentice pilots registered on or after 29.4.2014 should follow the revised Schedule. In response to the Chairman's enquiry, Mr. WONG explained that at present if the apprentice pilots could not complete certain tasks as stipulated in the Schedule, HKPA would propose substitutions for the Pilotage Authority to consider. MD would go through each proposal and recommend to the Authority if the substitutions were acceptable. Members raised no further comments and the paper was endorsed.

**V. Any Other Business**

16. Mr. LEUNG Kwan-hang declared that it was the policy of his company that the agenda items of all external meetings should undergo internal legal review in advance. He could not take part in the discussion of any ad hoc items that were not specified in the agenda for prior review. As there being no item specified under the AOB, he could not join the discussion further and was obliged to leave the meeting at this juncture.

*(Note: Mr. LEUNG Kwan-hang left the meeting at this juncture.)*

17. There was no other business raised by members.

**VI. Date of Next Meeting**

18. The meeting ended at 3:15 p.m. The date of the next meeting would be announced in due course.