

PILOTAGE ADVISORY COMMITTEE

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

Minutes of the Pilotage Advisory Committee Meeting

Date : 16 December 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. NG Che-kan, Deforest	Shipping Agencies
Mr. LEE Kwok-tung	Containers Terminal Operators
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. ZHANG Zhi-liang	Dockyard Industry
Mr. Jerry LO (on behalf of 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, 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
Capt. WU Ka-shun	Tug Operators
Mr. K. F. CHAN	Wallem Shipping (HK) Limited
Mr. LAW Kwun-pan, Marso	HK Pilots Association
Ms. Yvette CHAN	HK Pilots Association

Mr. CHAN Man-bor

HK Pilots Association

Absent

Mr. CHAN Wo-shing

HK Liner Shipping Association

Mr. LEUNG Kwan-hang

Oil Terminal Operators

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. Michael CHEUNG Siu-ming, who was attending the meeting on behalf of Mr. YANG Xiao-guang representing the dry bulk cargo operators;
 - (b) Mr. Jerry LO, who was attending the meeting on behalf of Mr. Phileas FONG representing the tug 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 six applicants, Mr. AU Sai-cheong, Mr. FUNG Kwai-wing, Edwin, Mr. LO Yat-fung, Mr. NGAI Wai-kin, Mr. WONG Ho-yan and Mr. WONG Wai-sing, Kenric who had already passed the necessary medical examination would be interviewed.
3. The six applicants were then interviewed in separate sessions. They were asked to brief members on their own background and to respond to some questions about their ship handling experience, reasons for joining maritime industry and this profession, knowledge of pilotage services, the major

challenges to be a pilot in Hong Kong, and whether they could adapt to the shift pattern of pilot's work, etc.

4. Members noted that some candidates had no recent experience at sea or in handling large container ships and raised their concerns over their capability to maneuver large vessels in the bustling harbor. The candidates generally responded that the intensive six-month training on ship handling and piloting skills provided by the HKPA during their apprenticeship could ensure their proficiency in taking up pilot's role.
5. Mr. John WILSON pointed out that Mr. LO Yat-fung was only in the position as a second mate before he left OOCL in 2012, while all the other candidates were either chief officer or master of ship. Although Mr. LO met the basic qualification requirements to apply for the position as an apprentice pilot, Mr. WILSON had reservation on whether he had adequate ship handling experience which made him suitable to take up the important role as a harbor pilot. He also queried why Mr. LO did not look for a maritime related job after he came ashore in 2012 if he was really determined to stay in the industry. Judging from his performance in the interview, he opined that Mr. LO did not have sufficient understanding of the requirements of being a pilot and should gain more experience at sea before he re-apply for the job. Mr. LEE Kwok-tung and Capt. ZHOU Wei seconded Mr. John WILSON's observations and also commented that Mr. LO was lack of confidence and not well-prepared for the interview. After discussion, the Chairman concluded and members agreed that Mr. LO's application as an apprentice pilot was unsuccessful.
6. Members were satisfied with the qualifications and experience of Mr. AU Sai-cheong, Mr. FUNG Kwai-wing, Edwin, Mr. NGAI Wai-kin, Mr. WONG Ho-yan and Mr. WONG Wai-sing, Kenric, and agreed to recommend them to the Pilotage Authority for registration as apprentice pilots.

[Post-meeting note: With the approval from the Pilotage Authority, the above

five candidates registered as apprentice pilots on 17.12.2014.]

II. Confirmation of Minutes of Last Meeting

7. The revised draft of the minutes was sent to members for comments in June 2014. No further 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”

8. Mr. George TANG reported that the Draft Drafting Instruction (DDI) had been finalized and submitted to the Transport and Housing Bureau (THB) for introduction into the Legislative Council (LegCo).

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

9. The draft DDI was going through vetting process within MD and the finalized draft would be put up to THB for follow up.

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

10. Mr. George TANG reported that the draft DDI was going through initial vetting within MD and would be submitted to the Civil Division of the Department of Justice (DoJ) for their clearance before putting up to THB for follow up.

IV. New Discussion Item

PAC Paper No. 4/2014 – “Proposed Amendments to the Berthing Guidelines”

11. Mr. George TANG presented the paper in detail. He remarked that a Working Group meeting had been convened on 26.11.2014 to go through the details of the proposed amendments. Comments of the Working Group members had already been incorporated into the paper. He also highlighted that the proposal had been discussed and agreed among the terminal operators, the HK Liner Shipping Association and the HKPA prior to the Working Group meeting.
12. Mr. John WILSON pointed out that for vessels with LOA over 270m in the guidelines of KC 10C to KC 12, the specific remarks stated that 3 tugs were required when berthing stern in, while the general remarks stipulated that “min. 2 tugs if bow and / or stern thruster(s) are fitted”. He would like to clarify which requirement should come first. After discussion, Mr. WONG Wing-hung concluded that the general remarks should have overriding authority.
13. 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 6.1.2015.]

Discussion on Tug Requirements

14. Mr. George TANG updated the meeting on the progress of the tug requirements review. He reported that at the Working Group meeting held on 26.11.2014, members were briefed on the details of the simulation on tug requirements conducted on 18 and 19.11.2014. The data obtained from the simulation compiled by the MD Training Centre had been forwarded to the HKPA for

comments and analysis. During the simulation, there were indications that high power tug might be required under adverse weather condition such as gale-forced wind or strong current.

15. Various aspects in relation to the general requirement of tugs, such as how to demarcate the types and sizes of vessels for grouping, how many grades of tug should be defined and the parameters that should be considered in the grading, etc., had been raised for discussion at the meeting. Members were in general agreement on the direction of the review. Further Working Group meetings would be convened after the simulation results had been finalized. The Chairman encouraged members to participate in the Working Group meetings to offer more professional advice and information in order to make the review fruitful.

PAC Paper No. 5/2014 – “Proposal on Rearrangement of Principal Fairways and Anchorage in the Western Harbour”

16. Mr. WONG Wing-hung presented the paper on the rearrangement of principal fairways and anchorages in the western harbor. The proposal included the realignment and widening of the Northern Fairway, Southern Fairway and the North Green Island Fairway. Consequentially, rearrangement of anchorages and mooring buoys as well as relocation of 5 navigation aids were also required.
17. The proposal was discussed by the PAC Working Group at its meeting on 26.11.2014 and also at the High Speed Craft Consultative Committee (HSCCC) at its meeting on 15.12.2014. Mr. WONG mentioned that some HSCCC members proposed to add 2 navigation buoys to facilitate visual demarcation of the northern boundary of the North Green Island Fairway so that it could prevent vessels from going astray. He sought comments from members on the proposal. Mr. John WILSON opined that the proposed addition was not justifiable and it could bring potential danger to the port users.

18. Mr. YEUNG Wai-tin, Danny proposed that Northern 1 and another lighted buoy could be lined up at the south-eastern corner of KA3 to straighten the northern boundary of the Southern Fairway and the North Green Island Fairway to facilitate the navigation of ocean-going vessels. Mr. John WILSON suggested that the installation of leading lights at the pier of Tsim Sha Tsui could be an alternative to minimize the influence to the sea craft. Capt. WU Ka-shun also counter-proposed that a single buoy could be put to the south-western corner of the GMB area for better demarcation of the fairway without affecting the safe navigation of vessels.
19. Mr. K. F. CHAN enquired about the maximum LOA for vessels transiting from the Northern Fairway to Lei Yue Mun after the proposed rearrangement. Mr. WONG Wing-hung replied that it should in general remain the same as the present allowance of up to 350m.
20. The proposal would be further put up to the Local Vessels Advisory Committee and the Port Operations Committee for consultation by early 2015 taking into account members' comments and advice. MD would then prepare the Draft Drafting instructions (DDI) which was expected to be submitted to the Transport and Housing Bureau (THB) for clearance together with the DDI on the establishment of principal fairways north of Lantau Island by end 2015. THB would then arrange to introduce the legislative amendments into the Legislative Council.

V. **Any Other Business**

Token of Thanks

21. The Chairman informed the meeting that the term of current office of the PAC would end on 31.12.2014. The membership for the new term of 2 years (i.e. 1.1.2015 to 31.12.2016) was being considered by the THB and would be announced in due course. He expressed gratitude to all members, particularly

those out-going members, for their valuable contributions and support to the work of the Committee. The following members will step down from PAC upon the end of the current term:

- Mr. CHAN Wo-shing, Oliver
- Mr. LEE Kwok-tung
- Mr. DENG Wei-dong
- Mr. Phileas FONG
- Mr. CHAN Ming-shun
- Capt. LO Ting-ho
- Mr. NG Kin-man

[Post-meeting note: The approved membership of the new term had been gazette on 24.12.2014.]

22. There was no other business raised by members.

VI. Date of Next Meeting

23. The meeting ended at 4:45 p.m. The date of the next meeting would be announced in due course.