

PILOTAGE ADVISORY COMMITTEE

Ref.: L/M No. (1) in HQ/COM 928/29 (23)

Minutes of the Pilotage Advisory Committee Meeting

Date : 7 January 2016 (Thursday)
Place : Conference Room A, 24/F, Harbour Building
Time : 2:30 p.m.

Present

Chairman:	Mr H M TUNG	Deputy Director, Marine Department ('MD')
Members:	Mr ZHANG Zhi-liang	Dockyard Industry
	Ms Betty POON	Dry Bulk Cargo Operators
	<i>(on behalf of Ms Caroline LU Zheng)</i>	
	Mr MA Kam-fai	HK Liner Shipping Association
	Mr Marso LAW Kwun-pan	Chairman of Hong Kong Pilots Association ('HKPA')
	Mr Danny YEUNG Wai-tin	HKPA
	Dr NG Jim-mi, Jimmy	Master Mariner
	Mr John Barry WILSON	Master Mariner
	Mr ZHOU Wei	Master Mariner
	Mr NG Che-kan, Deforest	Shipping Agencies
	Capt WU Ka-shun	Tug Operators
	Mr LAI Chi-tung	Assistant Director / Port Control, MD
	Mr WONG Wing-hung	General Manager / Vessel Traffic Services, MD
	Mr LEE Yam-wo	Surveyor of Ships (Nautical) Examiner, MD
Secretary:	Mr Anson MC SINN	Executive Officer / Committee & General, MD

In attendance

Mr Warren KP LI	Senior Marine Officer / Vessel Traffic Centre, MD
Mr George TANG	Marine Officer / Pilotage, MD
Mr K. F. CHAN	Wallem Shipping (HK) Limited
Mr CHAN Man-bor	HKPA
Mr Jackson LAU	HKPA
Mr SHIU Kin-fai	HKPA
Mr Jerry LO	Hongkong Salvage & Towage

Absent with apologies

Mr YIM Kong, Erik	Break Bulk Cargo Operators
Mr NGAN Ping-man	Container Terminal Operators
Capt LAM Ming-fung, Lothair	Hong Kong Shipowners Association
Mr LEUNG Kwan-hang	Oil Terminal Operators

OPENING REMARKS

Action

1. The Chairman welcomed all to the meeting. He extended his welcome particularly to the following attendees –

New Members:

- Dr Ng Jim-mi, Jimmy – Master Mariner
- Mr Lee Yam-wo – Surveyor of Ships (Nautical) Examiner, MD

Attending on behalf of others:

- Ms Betty Poon, who attended the meeting on behalf of Ms Caroline Lu Zheng, representing dry bulk cargo operators.

AGENDA ITEMS

I. Interview of apprentice pilots

2. The Chairman informed the meeting that two candidates, Mr. Leung Yuk-ming Bosco and Mr. So Sung-tak who had already passed the physical fitness and eyesight test would be interviewed.
3. The two candidates were then interviewed one by one. They were asked to brief members on their academic background and work

experience in the maritime industry. They were also asked to respond to questions on the biggest challenge to be a pilot, major causes of collision, experience in manoeuvring different types of vessels, differences between a port captain and a master, etc.

4. Members were satisfied with the qualifications and experience of Mr Leung and Mr So, and agreed to recommend them to the Pilotage Authority for registration as apprentice pilots.
5. [*Post-meeting note:* With the approval from the Pilotage Authority, the above two candidates registered as apprentice pilots on 8 January 2016.]

II. Confirmation of the minutes of the last meeting

6. The draft minutes of the last meeting held on 2 June 2015 had been sent to members for comments in September 2015. With proposed amendments received from members, the revised minutes of the meeting were circulated to members via email on 24 December 2015. The minutes were confirmed subject to the following amendment proposed by Mr Marso Law, Chairman of HKPA during the meeting -
 - Replace the word ‘Lamma’ with ‘Lantau’ (p.4, line 6 of para. 12)
7. [*Post-meeting note:* The minutes of meeting were uploaded to MD’s website on 12 January 2016.¹]

III. Matters Arising from Previous Minutes of Meeting

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

and

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

8. Mr Warren KP Li, SMO/VTC reported that the Draft Drafting Instructions (‘DDIs’) to amend the Shipping and Port Control Regulations (Cap. 313A) with a view to setting aside a portion of the navigable waters north of Lantau Island as connected principal fairways had been submitted to the Transport and Housing Bureau (‘THB’) for follow-up in December 2015.

¹ http://www.mardep.gov.hk/en/aboutus/pdf/pac_m150602.pdf

9. Mr Warren KP Li, SMO/VTC added that the draft DDIs on amending the Shipping and Port Control Regulations (Cap. 313A) with a view to widening the Northern Fairway, North Green Island Fairway and Southern Fairway had also been submitted to the Department of Justice (‘DoJ’) for comments in December 2015. SMO/VTC
10. Mr Marso Law, Chairman of HKPA raised concern over the traffic condition around south of River Trade Terminal pathway. He explained that due to a construction site in the vicinity, smaller vessels used to navigate close to shore were forced to navigate further south and caused more encounters with piloted ocean-going vessels. He wished to know whether the construction site would be removed upon completion of the marine works. HKPA
11. Mr W. H. Wong, GM/VTS briefed members the marine traffic situation in the area. He was of the view that the issue should not affect the establishment of the proposed principal fairways. He suggested the issue could be discussed in the regular meetings between MD and HKPA.
- (b) *PAC Paper No. 2/2014 – “Proposed Amendments to the Pilotage Order, Cap. 84C (Appropriate Experience of Applicant)”*
- and
- PAC Paper No. 2/2015 – “Adjustment to Pilotage Dues”*
12. Mr George Tang, MO/Pilotage reported that THB had bundled these two DDIs under one paper for submission to the Panel on Economic Development of the Legislative Council in April 2016. Subject to the negative vetting procedure, the target date for implementation would be 1 July 2016. THB
- (c) *Discussion of Tug Requirements*
13. Mr George Tang, MO/Pilotage reported that consensus had not been reached at previous working group meetings of 11 November 2015 and 14 December 2015 on the grading method of tugs, i.e. by both horsepower (‘HP’) and bollard pull (‘BP’) or simply by HP. As such, the grading would remain status quo in using HP only for the time being until it could be resolved by a more scientific way.

IV. New Discussion Items

(a) PAC Paper No. 1/2016 – Revision to Vessel Traffic Services (‘VTS’) procedures and re-delineation of very high frequency (‘VHF’) sectors

14. Mr Warren KP Li, SMO/VTC presented the paper to members. The paper proposed to (a) streamline the VTS reporting procedures; (b) reduce the number of reporting points; and (c) re-demarcate VHF sectors.

15. The Chairman enquired whether the relevant legislation would need to be amended and additional manpower would be required in connection with the paper.

16. Mr W. H. Wong, GM/VTS replied that upon the commissioning of the new VTS system, streamlining of reporting procedures and reduction of reporting points might be implemented. As for the re-demarcation and addition of VHF sectors, additional manpower resources would be required. MD would arrange for the associated legislative amendment and sought additional resources for their implementation. SMO/
VTC

17. As members raised no further comment, PAC Paper No. 1/2016 was endorsed.

(b) PAC Paper No. 2/2016 – Proposed new edition of berthing guidelines (‘BGL’)

18. Mr George Tang, MO/Pilotage presented the paper and sought members’ comments and endorsement on the proposed new edition of BGL. He set out the background that subsequent to PAC Paper No. 5/2010 – ‘BGL Amendment Procedures’ and the minutes of PAC meeting held on 12 April 2011², the whole BGL had been reviewed and discussed in multiple preparation meetings held between MD and HKPA in addition to the recent three working group meetings of 14 October 2015, 11 November 2015 and 14 December 2015.

19. Mr George Tang, MO/Pilotage then briefed members on the proposed changes.

(i) Under-keel clearance (‘UKC’) of CLP Tap Shek Kok (‘CLPTSK’) Berth

² http://www.mardep.gov.hk/en/aboutus/pdf/pac_m110412.pdf (paras. 9 to 16 refer.)

20. Noting that the UKC of CLPTSK Berth in the proposed BGL had been updated from 10% to 15%, Ms Betty Poon of CLP Power Hong Kong Ltd. enquired when the change would take effect. Mr Chan Man-bor of HKPA also asked whether MD had consulted CLP on this proposed change.
21. Mr W. H. Wong, GM/VTS clarified that the 15% UKC requirement was applicable to exposed areas including Tap Shek Kok. It was all along been stated in the general remarks of the existing BGL. The proposed updating was necessary to make the guidelines for CLPTSK Berth consistent with the general remarks.
22. Ms Betty Poon supplemented that, to her knowledge, the maximum draft of vessels using the berth was 16.8 m and the current berth was having a depth of 19 m; CLP Power Hong Kong Ltd. wished to dredge the berth to 20 m and the tentative plan of dredging was 2nd half of 2016, depending on the result of a sampling test of the site investigation to be conducted. Mr George Tang, MO/Pilotage responded that the theoretical depth required would be 19.3m (16.8m x 115%) and suggested that CLP might make use of the tide for the berthing of deep draught vessels. Mr Marso Law, Chairman of HKPA supplemented that the UKC would not affect the time of berthing and unberthing as the berthing operation only took place at high tide. Mr W. H. Wong, GM/VTS echoed that in most of the time, there should be sufficient water to cater for 15% UKC because it only need 0.3m height of tide to meet the 15% UKC. The UKC requirement would only affect berthing operation but would cast no effect when the vessels stayed at berth. Mr W. H. Wong also stated that it would be the responsibility of operators to maintain the depth of their berth.
23. The Chairman appealed to CLP Power Hong Kong Ltd to start the dredging work as soon as practicable and make full use of the tide so as to comply with the BGL. Once the updated BGL was endorsed in the meeting, it would become in force. CLP
- (ii) Channels of promulgation of BGL
24. Mr John Wilson enquired about how the BGL could be promulgated. Mr George Tang, MO/Pilotage responded that the phrase “Owners, operators and agents of ships are encouraged to disseminate relevant information contained in this BGL to their master of ships” had been added in para. 2 of Chapter 2 of the updated BGL.

25. Mr John Wilson commented that one would need to think further how to persuade the owners or shipping agents to disseminate the BGL from a practical point of view, and how to deliver the BGL to the masters who were not familiar with Hong Kong waters. Mr Wilson suggested MO/Pilotage liaise with Hydrographic Office, MD and the United Kingdom Hydrographic Office ('UKHO') to help promulgate the BGL. Mr George Tang, MO/Pilotage responded the BGL is widely used by operators and agents of ships. He further said that due to technological advancement, most ships were equipped with internet access that the masters could download the BGL from MD's website. MO/ Pilotage

(iii) Other proposed amendments to the BGL

26. Mr Marso Law, Chairman of HKPA commented that as a number of issues such as the use of certain terminologies and the wording of the cover page had not been resolved in the preceding working group meetings, he would like to put up further amendments to the BGL. As such, he wondered whether PAC Paper No. 2/2016 could be further reviewed in forthcoming working group meetings, or alternatively whether the PAC could endorse the updated BGL by chapters rather than as a whole at this stage.

27. Mr W. H. Wong, GM/VTS responded that the next PAC meeting would be conducted a few months later. As such, Mr W. H. Wong suggested PAC to endorse the paper at this meeting, and subsequent working group meetings could continue the review of the BGL. The Chairman assured members that this would not be the last revision of the BGL. PAC working group meetings and PAC meetings would review the BGL on a regular basis for the sake of navigational safety. PAC working group

28. Dr Jimmy Ng viewed that the proposed update version of BGL would be more reader-friendly from readers' point of view and therefore supported PAC Paper No. 2/2016.

29. In view of HKPA's disagreement with the proposed cover page during the meeting, Mr W. H. Wong, GM/VTS (also the Chairman of PAC working group) commented that details of the cover page would be further discussed in forthcoming PAC working group meetings. Members also noted Mr John Wilson's comment that the cover page of the BGL should mention 'Hong Kong, China' for sake of clarity. The Chairman suggested that the header should be changed from 'New Edition January 2016' to 'Edition - January 2016'.

30. As members raised no further comment, PAC Paper No. 2/2016 was endorsed subject to the proviso that further review(s) on the BGL would be conducted in subsequent working group meeting(s).
31. [*Post-meeting note*: The updated BGL ‘Edition - 07 January 2016’ had been uploaded to the website of MD on 14 January 2016.]³

V. Any Other Business

32. Mr W. H. Wong, GM/VTS reported that upon request from the liner shipping sector, the PAC working group meeting of 14 October 2015 once explored the possibility of formulating a working group for the review of air-draught restriction on Tsing Ma Bridge. This notwithstanding, in the subsequent PAC working group meeting held on 11 November 2015, members were informed that this item would be regrettably put on hold in view that Kap Shui Mun Bridge incident occurred in the evening of 23 October 2015. It was unlikely that the discussion of this item would be resumed in the near future.

VI. Date of Next Meeting

33. The meeting adjourned at 5:05 p.m. The date of the next meeting would be announced in due course.
34. The minutes of the meeting were confirmed on 29th of June 2016.

³ <http://www.mardep.gov.hk/en/publication/pdf/berthguide.pdf>

Distribution list

Chairman, PAC

Members, PAC

Mr. K. F. CHAN

Mr CHAN Man-bor

Mr Jackson LAU

Mr SHIU Kin-fai

Mr Jerry LO

SMO/VTC, MD

MO/Pilotage, MD

Committee Unit

Marine Department

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