

PILOTAGE ADVISORY COMMITTEE MINUTES OF MEETING

Date : 5 December 2024 (Thursday)
Format : Conference Room A, 24/F Harbour Building
Time : 10 a.m.

Present

Chairman:	Mr SHI Qiang	Deputy Director (1)
Members:	Mr CHAN Hung-tai	Hong Kong Liner Shipping Association
	Mr CHAN Kam-foo	Shipping Agencies
	Mr CHANG Chi-wai, Robson	Dry Bulk Cargo Terminal Operators
	Mr LAU Yiu-ming	Oil Terminal Operators
	Ms LEI Ho-yan, Angelina	Tug Operators
	Capt LI Yongzheng	Master Mariner
	Capt JIAO Jie	Master Mariner
	Capt TAO Ming, Rockman	Licensed Pilot
	Capt LEE Koon Wah	Licensed Pilot
	Miss Carmen CHAN	Assistant Director / Port Control
	Mr WU Kou-qing	General Manager / Vessel Traffic Services
Secretary:	Ms Athena LIU	Executive Officer (General & Committee)

In Attendance

Miss Iris YIU	Sr Marine Offr/Vessel Traffic Centre
George TANG	Marine Mgr/Pilotage
Mr GUI Dong	Break Bulk Cargo Operators

Absent with apologies

Mr PI Xianzhong	Surveyor of Ships (Nautical) / Seafarers and Examination (2)
Mr LAM Wing-chiu	Container Terminal Operators
Capt ZHOU Jianfeng	Master Mariner
Mr ZHANG Hongwen	Hong Kong Shipowners Association

Mr ZHONG Ying
Mr LI Yubin

Dockyard Industry
Break Bulk Cargo Operators

I. Opening Remarks

1. The Chairman extended his welcome to all members and introduced PAC new member Capt LEE Koon Wah serving in the capacity as Licensed Pilot from 15 March 2024 to 31 December 2024. He also advised members of the house rules.

II. Interview of pilot apprentice-to-be

2. The Chairman said that PAC would interview three candidates to test the suitability for being apprentice pilot.
3. All the Members (including the Chairman) of PAC declared no actual/ perceived/ potential conflict of interest.
4. Candidates were asked to brief PAC on their backgrounds, work experiences and maritime study. They were also asked about challenges to be a pilot.
5. PAC considered that the interview performance of the candidates was satisfactory and recommended all of them ought to be registered as apprentice pilot.
6. AD/PC commented that the interviewees should be better equipped with knowledges of Hong Kong waters including basic port operations and services.

III. PAC Paper No. 6/2024 - Proposed Amendments to the Berthing Guidelines

7. MM/Pilotage presented the paper with eight annexes.
8. No comments received for Annexes I to VI. For Annexes VII and VIII about the review on tug for vessels going to/from anchorages, Capt LEE Koon Wah and Capt Tao Ming (licensed pilots) considered that the option of tugs required should be kept in the berthing guidelines because it can help safeguarding pilots' safety during embarkation or disembarkation of pilot boats, in particular during bad weather. Pilots have his professional judgement on factors such as wind and sea to assess

whether tug is required for the pilotage of ships at the South Lamma anchorages. Capt Tao Ming also pointed out that tug is used in some ports of Mainland to transport the pilots and that tugs can be used in any time, so there should be no specific tug requirement for anchorages. Capt LEE suggested to review the requirement for each of the anchorages in the PAC Working Group first to allow a more in-depth discussion.

9. Ms LEI Ho-yan, Angelina (Tug Operators) suggested to maintain consistency for the whole berthing guidelines and have a general statement on tug requirement for port safety.
10. Mr CHAN Kam-foo (Shipping Agencies) advised that while they welcome to cut down cost for port operations in Hong Kong, it would be rather difficult for shipping agencies to arrange tug(s) with the ship owners when pilot requested for tug but there is no more tug requirement written in the berthing guidelines.
11. Taking RDGA as example, GM/VTs considered that it is technically feasible to have no tug to or from the anchorage in view of the number of vessels and the spacious maneuvering space there.
12. All members agreed to the proposed amendments at Annexes I to VI, except Annex VII and VIII. The Chairman suggested to discuss further in the PAC Working Group for Annex VII and VIII. After reaching consensus, the Secretariat would arrange paper circulation for PAC's endorsement. The amendments at Annexes I to VI take immediate effect.

III. PAC Paper No. 7/2024 - Proposed Amendments to the Berthing Guidelines for Hong Kong Offshore Liquefied Natural Gas Terminal

13. MM/Pilotage presented the paper. All members agreed to the proposed amendments except the number of pilots required for berthing which is still subject to discussion.
14. On this, Capt LEE Koon Wah (licensed pilot) pointed out Section 10C(1) of Cap 84 on Compulsory Pilotage that "Subject to subsection (2), every ship specified in Schedule 1, other than an exempted ship, while navigating in the pilotage area shall be under the pilotage of a licensed pilot or pilots", and Section 10E specified that "The Authority, after considering a report under subsection (1) or (2), shall determine the number of licensed pilots required to pilot the ship", which is explicitly allows for more than one pilot on board the ship, among them one is the

pilot in charge. He considered that simulation cannot show the full picture for the safety issues faced by pilots during the pilotage, especially during emergency.

15. SMO/VTC drew the meeting attention that pilot means a person who controls, or is in charge of, the navigation of a ship of which he is not the master, and whose number shall be determined by the Authority as stipulated in the same paragraph of Section 10C of Cap 84 mentioned above. Therefore, for those who assist to look after the pilotages, they should not be regarded as “pilot” in this sense if following the definition set out in Cap. 84.
16. Ms LEI Ho-yan, Angelina (Tug Operators) considered that the operation of the terminal was still new to the trade and therefore supported two pilots for better coordination and port safety.
17. Mr LAU Yiu-ming (Oil Terminal Operators) considered that the terminal was relatively dangerous in the sense of operations and therefore require additional safety measures. He supported for two pilots.
18. Considering the values of the goods, Mr CHANG Chi-wai, Robson (Dry Bulk Cargo Terminal Operators) suggested to keep two pilots.
19. Capt JIAO Jie (Master Mariner) also supported two pilots considering the nature of the goods they would be piloting.
20. To safeguard people’s lives, Mr CHAN Kam-foo (Shipping Agencies) opined that they so far did not receive any objection from the trade on the engagement of two pilots.
21. The meeting endorsed to keep two pilots for berthing and one pilot for unberthing. All changes take immediate effect.

VI. Date of next meeting

22. The meeting adjourned at 12:15 p.m. The date of the next meeting would be announced in due course.

Distribution list

Chairman, PAC

Members, PAC

SMO/VTC

MM/Pilotage