

PILOTAGE ADVISORY COMMITTEE

Ref. : HQ/COM 928/19 (6)

Notes of Working Group Meeting

Date : 12 May 2015 (Tuesday)
Place : Conference Room B, 22/F, Harbour Building
Time : 2:30 p.m.

Present

Chairman:	Mr. WONG Wing-hung	GM/VTS, Marine Department (MD)
Member:	Mr. MA Kam-fai	HK Liner Shipping Association (HKLSA)
	Mr. Paul MAK	Container Terminal Operators
	(on behalf of Mr. NGAN Ping-man)	
	Mr. ZHANG Zhi-liang	Dockyard Industry
	Ms. Catherine CHOW	Break Bulk Cargo Operators
	(on behalf of Mr. Erik YIM)	
	Capt. WU Ka-shun	Tug Operators
	Mr. Marso LAW	HK Pilots Association (HKPA)
	Capt. C. C. WANG	HKPA
	(on behalf of Mr. Danny YEUNG)	
Secretary:	Ms. Alison WONG	EO(C&G), MD

In Attendance

Mr. Warren LI	SMO/VTC, MD
Mr. George TANG	MO/Pilotage, MD
Mr. Jackson LAU	HK Pilots Association
Ms. Yvette CHAN	HK Pilots Association

OPENING REMARKS

1. The Chairman welcomed all to the meeting. He enunciated that the purpose of the meeting was to discuss the proposed amendments to the Berthing Guidelines. After incorporating members' comments, if any, the paper would be presented to the PAC meeting to be held on 2.6.2015 for endorsement.

DISCUSSION ITEM

PACWG Paper No. 3/2014 – “Proposed Amendments to the Berthing Guidelines”

2. Mr. George TANG presented the paper in detail. Members were invited to give their views and comments on the proposed amendments to the Berthing Guidelines.
3. The Chairman supplemented that the reason for allowing a minimum UKC of 15% at SLA was because of the area was less sheltered. On the other hand, as vessels anchoring at SLA usually would not engage pilotage services but rely on the Guidelines for anchoring operations, there was a genuine need to straighten up the relevant items for their reference.
4. The meeting in general endorsed the proposed amendments contained in the paper. Mr. Paul MAK remarked that terminal operators were being consulted on item nos. 2 to 4 of Annex I of the paper. He would relay their comments, if any, to MD soonest possible for incorporation into the PAC paper.

[Post meeting notes :-

Terminal operators gave their agreement on the proposed amendments on 18.5.2015 by email.]

Discussion of Tug Requirement

5. Mr. George TANG recapitulated that simulations on tug requirements in berthing ultra large container vessels to Kwai Chung basin had been conducted on 18 and 19.11.2014. In view of the commercial value of the simulation report, HKPA considered that hard copies of the report should not be released to third party without their consent.
6. Having said that, an oral account of the simulations was given to members. The salient points of the presentation were concluded as follows –

Setting of Scenarios

- (a) Types of vessels used were container vessels of LOA 396m with 16m draught and LOA 366m with 15.5m draught.
- (b) A total of 13 scenarios ran in 18 sessions simulating the following conditions were conducted:
 - Reasonable tide without wind;
 - Strong tide without wind;
 - Reasonable tide with strong wind;
 - Reasonable wind; and
 - Strong wind.
- (c) During the simulation, the turning effect from the bow thruster used was found to be more than that of actual ships. Therefore the simulations were conducted using only 75% of the thruster power to act as full thruster power.

Findings

- (a) Maneuvering – both vessels were found sluggish when the speed was 5

knots or less. Ship handling improved when the engine speed increased. A ROT of 13 deg./min. could be achieved with full rudder and half ahead power.

- (f) Emergency crash stop – with initial speed of 7 knots using full astern power would have all headway taken off in about 5 minutes and the distance travelled was about 3 ships' length.
- (g) Wind – when wind speed was 25 knots or more, the control of vessel by using tug power alone (2 x 5,000hp) was ineffective. Berthing operation of these vessels should be avoided when wind force was in the range of typhoon signal no. 3 and/or strong monsoon signal being issued.
- (h) Tide – Berthing or unberthing at KC5, KC10W, KC13 & KC14 with strong cross current were risky. Suitable tidal window should be selected to alleviate the risk. Use of at least one 5,000hp tug was also required.
- (i) The simulations had also shown that all gantry cranes at KC1 should have boomed up and KC1 should be vacated when berthing / unberthing a LOA 396m or above vessel to KC5.

Conclusions drawn by HKPA

- (j) It was considered that at least one 5,000hp tug was necessary, and the use of a second 5,000hp tug was highly recommended. Apart from quantity, the quality of tugs was also an important element for safe berthing.

- 7. Members agreed that further Working Group meetings should be convened for in-depth discussions on the revision of tug requirements as contained in the Berthing Guidelines taking on board the above findings. It was expected that a new edition of the Berthing Guidelines could be launched by end 2015. The Chairman rallied members' support in future meetings to offer their

professional advice and information in order to make the review fruitful.

Dredging Work at KC Basin

8. HKPA raised a discussion on the future dredged depth of 17m in KC basin. It was envisaged that more ultra large container vessels with deep draft of 16.8m or 17m would be calling at KC. As such, tidal window would inevitably be required to mitigate the risk associated with excessive tidal current. The meeting agreed that a comprehensive review on the Berthing Guidelines in respect of the tug and tidal window requirements would be conducted.

ANY OTHER BUSINESS

Adjustment to Pilotage Dues

9. The Chairman informed members that HKPA would raise the issue of pilotage dues adjustment at the coming PAC meeting. He understood that HKPA had reached a consensus with the HKLSA on the proposed adjustment. He asked whether HKPA would like to discuss the proposal in details at the meeting.
10. Mr. Marso LAW replied that HKPA had thorough discussions with HKLSA, which represented 80% of their clients requiring pilotage service, before coming up with the current proposal. Various elements, such as the inflation rate, the operating costs and the current operation needs, etc. had also been taken into consideration when determining the amount of adjustment. As the subject would be presented to the PAC direct in due course, he reckoned that it was unnecessary to go into the details at this platform.
11. The Chairman reminded HKPA that adjustment of pilotage dues would involve legislative amendment and thus comprehensive and sound justifications had to be provided to support the proposal. HKPA should be prepared to provide detailed information on numerous aspects such as the reasons for the

adjustment, the justifications for the revision in grouping of GRT and a varying rate of increase for different items, the rationale for charging additional due for different boarding locations, etc., to the Pilotage Authority, the Policy Bureau, the Legislative Council and its Panel.

12. Mr. George TANG opined that other than HKLSA, stakeholders such as the shipping agencies and the break bulk operators, etc. should also be consulted. Mr. Marso LAW replied that HKPA would sequentially consult parties concerned.
13. The Chairman urged HKPA to provide supplementary information and detailed explanations on the proposal to MD soonest possible before the issue could be put up to PAC for discussion. Mr. Marso LAW undertook that he would follow up the issue with MD.

DATE OF NEXT MEETING

14. There being no other business, the meeting ended at 3:50 p.m. The date of the next meeting would be announced in due course.