

PILOTAGE ADVISORY COMMITTEE

Notes of Working Group Meeting

Date : 14 October 2015

Time : 9:30 a.m.

Venue : Conference Room A, 24/F, Harbour Building

Present

Chairman:	Mr WONG Wing-hung	General Manager/Vessel Traffic Services, Marine Department ('MD')
Members:	Ms Catherine CHOW (on behalf of Mr YIM Kong, Erik) Mr Marso LAW Kwun-pan Mr MA Kam-fai Mr NGAN Ping-man Capt WU Ka-shun Mr ZHOU Wei	Break Bulk Cargo Operators HK Pilots Association ('HKPA') Hong Kong Liner Shipping Association Container Terminal Operators Tug Operators Master Mariner
Secretary:	Mr Anson MC SINN	Executive Officer(Committee & General), MD

In attendance

Mr Oliver CHAN	NYK Line (HK) Ltd.
Mr Cliff CHOW	Hongkong Salvage & Towage
Mr Daniel LAI	CMA CGM (Hong Kong) Ltd.
Mr Jerry LO	Hongkong Salvage & Towage
Mr Jackson LAU	HKPA
Mr WANG Chi-cheong	HKPA
Mr Warren LI	Senior Marine Officer/Vessel Traffic Centre ('VTC'), MD
Mr George TANG	Marine Officer/Pilotage, MD

Absent with apologies

Mr John Barry WILSON	Master Mariner
Mr Danny YEUNG Wai-tin	HKPA
Mr ZHANG Zhi-liang	Dockyard Industry

I. Opening remarks

1. The Chairman welcomed all to the meeting, and extended welcome particularly to those who attended the meeting the first time in attendance.

II. Confirmation of notes of the last meeting

2. The notes of the last meeting held on 12.5.2015 were circulated to members for comment on 17.6.2015. The minutes were confirmed without amendment.

[Post-meeting note: The notes of the last meeting were uploaded to the website on 3.11.2015.]

III. Discussion items

(a) *Review of air-draught restriction of Tsing Ma Bridge*

3. The Chairman gave a presentation and briefed the members on the historical development of the Tsing Ma air-draught restriction. Upon recent request from the liner shipping sector, it was suggested that formulating a working group might be required for the review of air-draught restriction of Tsing Ma Bridge. The Chairman further pointed out that it would be crucial to identify the tangible benefit to Hong Kong on further height restriction relaxation proposal as it would reduce the safety margin of the Bridge.

[Post-meeting note: The two powerpoint files prepared by MD and Mr. Daniel Lai, General Manager of CMA CGM (Hong Kong) Ltd, (the latter had not been presented during the meeting), were circulated to members via e-mail of 14.10.2015 subsequent to the meeting.]

4. Mr Daniel Lai expressed the view that the challenge of the height restriction would matter to the port of Hong Kong as a whole rather than solely the liner shipping association. As such, the study on benefits of relaxing the height restriction should not be initiated by the liner shipping association. The meeting noted his view.

5. After deliberation, the meeting agreed to the formation of a Working Group to review the height restriction of the Tsing Ma Bridge. For representatives from relevant Government authorities, MD would approach the Transport and Housing Bureau ('THB') and Highways Department ('HyD') for nomination of representatives to the Working Group. The industry might also provide further nomination to MO/Pilotage, Mr George Tang, before the next meeting. The Chairman also appealed to HKPA to compile a more comprehensive table on height restriction comparison of bridges in other ports.
6. The Chairman prompted on the confidentiality of information and informed members that when members provide information for TMB WG, they might specify that the information provided should be used for this particular study but neither for other purposes nor circulation to other parties if they wished.

[Ms Catherine Chow and Mr Daniel Lai left after discussion item (a) at 10:35 a.m.]

(b) *Discussion on tugs and review of berthing guidelines*

(Discussion papers *BGL Chap 03 – proposed draft 8.doc* and *BGL Chap 04 – proposed draft 8.doc*)

7. The Chairman directed SMO/VTC and MO/Pilotage to present this item with members.

[The Chairman left at 10:40 a.m.]

8. Mr George Tang, MO/Pilotage thanked members for their considerable time in the review of the berthing guidelines, which consisted of 12 chapters – the first 11 chapters were on general principles whereas Chapter 12 covered specific guidelines of each berth.
9. Mr Ngan Ping-man expressed reservation towards the proposed amendment towards vessel's length overall ('LOA') and minimum clearance at each end in the proposed Chapter 3 'Berthing Remarks' and explained that such

amendment would lead to a snowball effect of additional waiting time for vessels. This might lead to grave financial impact towards the port of Hong Kong if vessels just simply bypassed the port of Hong Kong.

10. In response to Mr Ngan's concern, MO/Pilotage commented that a balance would be struck between marine safety and practical operational need whilst without compromising the former one. In this connection, the fallback option would be to maintain the status quo, i.e. the existing Chapter 4 'Berthing Remarks' and would review the concerned chapter as and when necessary.
11. MO/Pilotage added that in view of the increased beam width of vessels, the "angle of lead" for mooring lines with the same clearance distance should also be taken into consideration. The bottom line would be not making the berth an unsafe berth due to inadequate mooring arrangement.
12. Mr Jackson Lau proposed the following amendments to the proposed Chapter 3 Berthing Remarks –
 - (i) Add the phrase "for Kwai Chung Terminal" at the end of para. 1;
 - (ii) Only erase the phrase "VTC &" in para. 4(b) instead of erasing the whole para. 4(b); and
 - (iii) Add the phrase "as required" at the end of para. 4(b).
13. MO/Pilotage briefed members that the proposed Chapter 4 Guidelines on Tug Requirements had been originated from a very old PAC Paper No. 2/86. Despite the fact that Chapter 12 would address specific tug requirements in respect of individual berths and a proposal to regroup the tug by similar HP, such as grade I-5 (for ≥ 5000 HP), grade I-4 (for ≥ 3600 to < 5000 HP), grade I-3 (for ≥ 3000 to < 3600 HP) and grade I-2 (for ≥ 2600 to < 3000 HP), relevant stakeholders strongly suggested retaining existing two grades only, and tugs of 3600HP and 4000 HP or more should not be put into one basket.

14. Mr Jackson Lau commented the proposed tug requirements in the proposed Chapter 4 would only be a general application for container vessels, except for 5 000 HP or more, all others constituted no difference to the existing guidelines set out in the current version of Chapter 4. He proposed to add a footnote next to the phrase “LOA > 350m” in the proposed Chapter 4 that “At least one of the existing tugs should require 5,000 HP or more for LOA exceeding 350m.”
15. Incidentally, MO/Pilotage said that some tug operators had yet to submit information on local licenses and bollard pull to him and wished members to ask the concerned parties to hand in necessary information.
16. Mr Jackson Lau appealed to the tug operators that in case any tugs were added to / removed from the list, HKPA should be notified forthwith in advance in order to comply with the berthing guidelines. He emphasised para. 1(f) of the proposed Chapter 4 “Tug Master be able to communicate with pilot(s) effectively”.
17. Capt Wu Ka-shun concurred and would relay Mr Lau’s views to the industry.
18. Mr Jackson Lau explained that the proposed re-arrangement of the ranges of the thruster power in respect of respectively vessels’ LOA was based on a sampling survey of more than 100 vessels.
19. Capt Wu Ka-shun commented that in gist, there would be a new demarcation of >200m to ≤ 230 m and >230m to ≤ 270 m and said that the liner shipping association had been well informed of.
20. Mr Ma Kam-fai echoed that the liner shipping association had no objection.
21. Mr WANG Chi-cheong suggested that the parameter(s) in future might not hinge solely on vessel’s LOA, but also gross registered tonnage (‘GRT’).

Action

22. MO/Pilotage added that in view of the ongoing dredging works in Kwai Chung Terminal, the tidal window for deep-draft vessel may be of concern. In response to Mr. Ma Kam-fai's enquiry, MO/Pilotage said that he would report the progress of the dredging works in the next PAC WG meeting. MO/
Pilotage
23. Capt Wu Ka-shun suggested relaying this issue to the Port Operations Committee ('POC') as that would be a more appropriate platform to discuss this issue. SMO/PSA
24. SMO/VTC concluded that the finalised draft BGL would be tabled on 11.11.2015 and would welcome comment, if any, from the members meanwhile.

IV. Adjournment of meeting

25. There being no other business, the meeting adjourned at 11:45 a.m.

V. Date of next meeting

26. The next meeting will be held on 11.11.2015 (Wednesday) at 9:45 a.m. at the same venue.

Distribution list

Chairman, PAC WG

Members, PAC WG

Mr Oliver CHAN

Ms Catherine CHOW

Mr Cliff CHOW

Mr Daniel LAI

Mr Jackson LAU

Mr Jerry LO

Mr WANG Chi-cheong

SMO/VTC, MD

MO/Pilotage, MD

c.c.

AD(PC), MD

DD, MD

Committee Unit

Marine Department

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