

# PILOTAGE ADVISORY COMMITTEE

## Notes of Working Group Meeting

**Date : 11 November 2015**

**Time : 9:45 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:	Mr YIM Kong, Erik	Break Bulk Cargo Operators
	Mr NGAN Ping-man	Container Terminal Operators
	Mr ZHANG Zhi-liang	Dockyard Industry
	Mr MA Kam-fai	Hong Kong Liner Shipping Association
	Mr Marso LAW Kwun-pan	HK Pilots Association ('HKPA')
	Mr John Barry WILSON	Master Mariner
	Mr ZHOU Wei	Master Mariner
	Capt WU Ka-shun	Tug Operators
Secretary:	Mr Anson MC SINN	Executive Officer(Committee & General), MD

### In attendance

Ms Catherine CHOW	Break Bulk Cargo Operators
Mr Cliff CHOW	Hongkong Salvage & Towage
Mr Jerry LO	Hongkong Salvage & Towage
Mr Jackson LAU	HKPA
Mr WANG Chi-cheong	HKPA
Mr Warren KP LI	Senior Marine Officer/Vessel Traffic Centre ('VTC'), MD
Mr George TANG	Marine Officer/Pilotage, MD

### Absent with apologies

Mr Danny YEUNG Wai-tin	HKPA
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**I. Opening remarks**

1. The Chairman welcomed all to the meeting and announced that the discussion item on ‘Review of air-draught restriction of Tsing Ma Bridge’ would be regrettably put on hold in the wake of Kap Shui Mun Bridge incident in the evening of 23.10.2015. It was unlikely that the discussion of this item would be resumed in the near future.

**II. Confirmation of notes of the last meeting**

2. The notes of the last meeting held on 14.10.2015 would shortly be circulated to members for comment within one week.

[Post-meeting note: The notes of the last meeting were e-mailed to members on 12.11.2015 for comment. As no comment was received from members, the meeting notes were uploaded to the website of Marine Department on 30.11.2015.]

**III. Discussion items**

(a) *Proposed amendments to berthing guidelines (PACWG Paper No.2/2015)*

3. MO/Pilotage presented the paper in detail. Members were invited to comment on the proposed amendments to the berthing guidelines (‘BGL’).
4. The meeting discussed the proposed amendments in seriatim.
5. After deliberation, members had the following specific comments –

*Chapter 1*

- (i) (*para.3*) Typo: ‘TSC4’ should be changed to ‘TCS 4’.

*Chapter 2*

- (ii) (*para. 1*) The BGL provides guidance on provision of pilotage services. Ship operators and shipping agents are encouraged to bring the relevant content of the BGL to the attention of ship masters so as to assist them in planning their passage and navigation of vessels in Hong

Kong.

- (iii) The BGL should be used as a guide only and does not displace the statutory provisions of Chapter 84 Pilotage Ordinance, Laws of Hong Kong.
- (iv) (*para. 3*) For operations which are not contained in the BGL, discussion among relevant parties such as VTC and HKPA will be held on a need basis and on a case-by-case merit.
- (v) (*para. 7*) Regarding any berthing movement which fails to meet all the working parameters set out in the BGL endorsed by the Pilotage Advisory Committee ('PAC'), the Duty Pilot and/or one of the Executive Directors of the HKPA shall decide whether to accept such arrangement without compromising the safety of the operation.

#### *Chapter 3*

- (vi) (*para. 4b*) 'Pilots' should be changed to 'HKPA'.

#### *Chapter 4*

- (vii) (*para. 2*) Amend to read "...The table below illustrates (not -ed) the general application of tugs for container vessels. For tug requirements concerning bulkers and tankers, see para. 7 below."
- (viii) The word 'minimum' in the table of para. 2 should be deleted.

#### *Chapter 5*

- (ix) The Chairman was of the view that more background research should be done to reach consensus to determine whether the 1,600 horsepower ('HP') of a new tug "Yiu Lian 28" which produced 17 tonnes bollard pull ('BP') would be in par with a grade II tug. The Chairman further requested members to continue the study on tugging classification and requirements with a view to establishing a scientific way to classify tugs as well as determining the tug requirements for different types and sizes of vessels.

- (x) It is noted grading of tug was hinged only upon HP in the existing BGL. This highlighted the need of more scientific ways to grade the tugs.
- (xi) Capt Wu Ka-shun opined that it would be unfair to kick out “Yiu Lian 28” since HP has all along been the sole parameter in grading of the tugs. He would seek the view of Yiu Lian.

[Post-meeting note: On 26.11.2015, Mr. Yeung of Yiu Lian Tug informed MO/Pilotage that “Yiu Lian 28” would not be tasked to assist vessels under pilotage, therefore it would not be necessary to put it in the list.]

*Chapter 12*

- (xii) The Chairman deemed that a procedure would need to be established concerning how long the term ‘on trial’, say after ½ or one year, would then be removed from the berth(s) concerned in Chapter 12 of the BGL. MO/Pilotage requested HKPA to notify MD on which berth(s) would retain the term ‘on trial’. HKPA
- (xiii) (*CHT*) The Chairman opined that further discussion amongst MD and HKPA would be required regarding the operation side of the west bound of CHT, thus suggested retaining the term ‘on trial’ regarding CHT.
- (xiv) (*KTCT-2/O-F*) the BGL of KTCT-2/O-F would be implemented subject to completion of all the dredging works by Q1 of 2016.
- (xv) (*SLA*) The general remarks should be changed to ‘The tug requirement is not applicable to vessels which enter directly from seaward without a pilot’.

[Mr Erik Yim and Ms Catherine Chow left at 11:45 a.m. whereas Mr Zhou Wei and Capt Wu Ka-shun left at 12:10 p.m.]

(b) *Discussion on training and assessment arrangement*

- 6. MO/Pilotage briefed the meeting on the ground work made

between MD and HKPA. Members discussed how to address the training and assessment needs in terms of the types and lengths of the vessels in view of the proposed new structure of pilotage classes, i.e. with addition of two new classes of pilotage, namely Class II F and Class II E vide Draft Drafting Instructions, Pilotage (Amendment) Order, 2015 (Cap. 84C).

*(i) Simulation Training*

7. Mr John Wilson suggested that all pilots should undergo simulation training and emergency scenario exercises. For examiners' reference, one-page document summarising the relevant information, e.g. when the pilot did the simulation training, what emergency scenario exercises the pilot had, how long the pilot's experience was, should be tabled at the examination.

*(ii) Observers in Simulation Training and practical assessment*

8. PAC members would be invited to attend as observers in either/both the simulation training or/and practical assessment on a voluntary basis.
9. The meeting suggested that some order of prioritisation should be institutionalised, e.g. the Master Mariner would be given a higher priority to sit either/both the simulation training or/and practical assessment as an observer. Observers would also be reminded of bearing their own risks in such safety issues as safe boarding of vessels.

*(iii) Practical Assessment*

10. Mr John Wilson suggested that berthing of passenger vessels could be added to the examination syllabus of upgrading from Class IIA to Class I. MO/Pilotage opined that in view of the strict schedule and huge number of passengers on board, passenger vessels may not be a suitable examination tool. However, there would be room to manoeuvre, e.g. the conduct of in-house training and assessment that could make up for experience of berthing passenger vessels.

(iv) *Continued Proficiency Development Programme (CPDP)*

11. Mr John Wilson also suggested that it was time to review the five-year CPDP for Class I pilots. There should be mapping of the examination syllabus and the CPDP curriculum. For example, pilots should be equipped with relevant technological knowledge such as Electronic Chart Display and Information System ('ECDIS'). Mr Marso Law, the Chairman of HKPA responded that CPDP comprised a session on technological aspects including theoretical lecture on ECDIS. The Chairman suggested that HKPA could explore and discuss the practicum demonstration of ECDIS with the Training Centre. Mr John Wilson would like to audit the session on ECDIS for moderation of marks as one of the examiners. It was agreed that HKPA would give an update of the CPDP progress in the next meeting.

[Mr Cliff Chow, Mr Jerry Lo and Mr Zhang Zhi-liang left at 1:00 p.m.]

**IV. Adjournment of meeting**

12. There being no other business, the meeting adjourned at 1:25 p.m.

**V. Date of next meeting**

13. The date of next meeting will be announced in due course.

[Post-meeting note: The next meeting would be held on 14.12.2015 (Monday) at 2:30 p.m. at the same venue.]

CONFIRMED the minutes 14th day of December 2015.

Distribution list

Chairman, PAC WG

Members, PAC WG

Ms Catherine CHOW

Mr Cliff CHOW

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

Ref.: HQ/COM 928/19(7)