

# PILOTAGE ADVISORY COMMITTEE

## Notes of Working Group Meeting

**Date : 14 December 2015**

**Time : 2:30 p.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 Marso LAW Kwun-pan  | HK Pilots Association ('HKPA')                                    |
|            | Mr Danny YEUNG Wai-tin | HKPA  |
|            | Mr ZHOU Wei            | Master Mariner  |
|            | Capt WU Ka-shun        | Tug Operators   |
| Secretary: | Mr Anson MC SINN       | Executive Officer(Committee & General), MD                        |

### In attendance

|                    |   |
|--------------------|---|
| 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

|          |                      |                                      |
|----------|----------------------|--------------------------------------|
| Members: | Mr MA Kam-fai        | Hong Kong Liner Shipping Association |
|          | Mr NGAN Ping-man     | Container Terminal Operators         |
|          | Mr YIM Kong, Erik    | Break Bulk Cargo Operators           |
|          | Mr John Barry WILSON | Master Mariner                       |
|          | Mr ZHANG Zhi-liang   | Dockyard Industry                    |

**I. Opening remarks**

1. The Chairman welcomed all to the meeting.

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

2. Comments from members/attendees concerning the notes of the last meeting held on 11.11.2015 had been incorporated subsequent to the email of 27.11.2015 sent by the Secretary. The minutes were confirmed without amendment.

[Post-meeting note: The meeting notes were uploaded to the website of Marine Department on 28.12.2015.]

**III. Discussion items**

(a) *Revision to Vessel Traffic Services ('VTS') procedures and re-delineation of very high frequency ('VHF') sectors (PACWG Paper No.3/2015)*

3. SMO/VTC presented the paper in detail. Members were invited to comment on the proposed streamlined VTS reporting procedures and re-delineation of VHF sectors.
4. On para. 8 of the paper, Mr Wang Chi-cheong said that VHF Channels 02 and 27 were not commonly used amongst pilots. He also raised the issue of the proposed re-delineation of VHF sector boundaries – Green Island Northern Fairway vis-à-vis Green Island Southern Fairway. SMO/VTC responded that both VHF Channels 02 and 27 were marine bands approved by the Office of the Communications Authority.
5. As for the VTS reporting procedures, Mr Danny Yeung enquired whether the confirmation of call-sign in respect of some salient vessels can be omitted. The Chairman responded that confirmation of the call-sign had been the existing established practice. While commissioning of the new VTS system would facilitate streamlining reporting procedures, confirmation of the call-sign would be required for operational need. SMO/VTC would explore any possibility of fine-tuning SMO/VTC this procedure, if deemed practicable.

(b) *Proposed amendments to berthing guidelines ('BGL')*  
(PACWG Paper No.4/2015)

6. MO/Pilotage presented the paper in detail. Members were invited to comment on the proposed amendments to BGL.
7. The meeting discussed the proposed amendments in seriatim.
8. After deliberation, members had the following specific comments –

*Cover page*

- (i) MO/Pilotage would liaise with HKPA on the authorship and/or acknowledgement of BGL after the meeting.

*Chapter 4 Guidelines on tug requirements*

- (ii) (*para. 2*) Amend to read "...The table below summarises the existing tug information for container vessels..."
- (iii) Capt Wu Ka-shun opined that since the grading of tug was hinged only upon Horsepower ('HP'), he disagreed to write  $\geq 1,200$  HP and  $\geq 18$  Bollard Pull ('BP') as the criteria of Grade II tug.
- (iv) The meeting highlighted the need of more scientific ways to grade the tugs. The Chairman said that subject to a later review, the grading of tugs might categorise using both parameters of HP and BP, or just HP.

(c) *Discussion on training and assessment arrangements of pilots*  
(PACWG Paper No.5/2015)

9. MO/Pilotage presented the paper in detail. Members were invited to comment on the proposed training and assessment arrangements.
  - (i) *Practical Assessment*

10. Members noted that Annex I of the paper was reproduced from Annex IV of PAC Paper No.1/2013 ('the concerned Annex') which had been endorsed by PAC at its meeting held on 18.1.2013. This notwithstanding, Mr Marso Law, Chairman of HKPA raised his concern that there had been discrepancy between the concerned Annex and the consensus reached at the PAC Working Group ('PAC WG') meeting held on 26.6.2012.
11. On joint practical assessment to be conducted by HKPA and MD, different views were expressed by different parties. In PACWG Paper No.5/2015, it was proposed to have two joint assessments at Class IID and two joint assessments at Class IIA. In the meeting, Mr Marso Law, Chairman of HKPA counter-proposed to have three joint assessments at Class IID and one joint assessment at Class IIA.
12. In addition, members from HKPA expressed their concern that there would be difficulty in finding bulkers and tankers of 350m for practical examination. Taking into account actual circumstances and without compromising navigational safety, the Chairman considered that the assessment matters would require further discussion between the authority and the pilots. He proposed that members could draw reference from the existing system and build in flexibility in case vessels of suitable length were not available, vessels with lesser length might be used for assessment.

(ii) *Simulation Training*

13. On simulation training to be jointly conducted by HKPA and MD, Mr Wang Chi-cheong asked whether the simulation training ought to be taken place in the Stonecutters Island. The Chairman responded that as long as the simulation training met the expected level of reality and difficulty, it could be conducted in other venue. Mr Marso Law, Chairman of HKPA proposed obviating the need for simulation training for Class IIF and Class IID because those two classes were considerably less significant. MO/Pilotage would follow up the matter.

MO/  
Pilotage

[Mr Cliff Chow left at 5:50 p.m.]

**IV. Adjournment of meeting**

14. There being no other business, the meeting adjourned at 6:15 p.m.

**V. Date of next meeting**

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

[Post-meeting note: The date of next meeting would be held on 15.4.2016 (Friday) at 2:30 p.m. at the same venue.]

CONFIRMED the minutes 15th day of April 2016.

Distribution list

Chairman, PAC WG

Members, PAC WG

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.: L/M no. (4) in HQ/COM 928/19(8)