

PILOTAGE ADVISORY COMMITTEE

Notes of Working Group Meeting

Date : 20 December 2016

Time : 2:30 p.m.

Venue : Conference Room B, 22/F, Harbour Building

Present

Chairman:	WONG Wing-hung	General Manager/Vessel Traffic Services, Marine Department ('MD')
Members:	MA Kam-fai	Hong Kong Liner Shipping Association
	Marso LAW Kwun-pan	Chairman of Hong Kong Pilots Association ('HKPA') <i>qua</i> licensed pilot
	WU Ka-shun	Tug Operators
	ZHOU Wei	Master Mariner
Secretary:	Anson MC SINN	Executive Officer(Committee & General), MD

In attendance

Catherine CHOW	China Merchants Port Holdings
Cliff CHOW	Hongkong Salvage & Towage
Jerry LO	Hongkong Salvage & Towage
Jackson LAU	HKPA
WANG Chi-cheong	HKPA
Summy CHU Wah-sau	HKPA
HO Sing-yiu	Senior Chemist, Water Supplies Department ('WSD')
<i>[Present for PACWG Paper No. 2/2016]</i>	
HUANG Jihe	Senior Marine Officer/Vessel Traffic Centre ('SMO/VTC'), MD
George TANG	Marine Officer ('MO')/Pilotage, MD

Absent with apologies

Members:	NGAN Ping-man	Container Terminal Operators
	ZHANG Zhi-liang	Dockyard Industry
	John Barry WILSON	Master Mariner

I. Opening remarks

1. The Chairman welcomed all to the meeting, in particular the following persons who sat the meeting in attendance –
 - HO Sing-yiu, Senior Chemist, WSD
 - HUANG Jihe, SMO/VTC *vice* Warren KP LI
 - Summy CHU, HKPA.

II. Confirmation of notes of the last meeting

2. The notes of the last meeting held on 15 April 2016 were confirmed without amendment.

[**Post-meeting note:** The meeting notes were uploaded to the website of Marine Department on 13 January 2017.]

III. Discussion items

(a) *Proposed Addendum to the Berthing Guidelines (PACWG Paper No. 2/2016)*

3. MO/Pilotage presented PACWG Paper No. 2/2016. The paper proposed to insert a new berthing guideline ('BGL') for the Sham Shui Kok Trans-shipment Dock ('SSK-TD') as an addendum. WSD had been using this dock for vessels not subject to compulsory pilotage. Since the 2nd quarter of 2016, WSD had employed vessels of over 1 000 gross tonnage for shipments of chlorine that were subject to compulsory pilotage. To serve as operational reference, a BGL for this dock was developed.
4. Ho Sing-yiu, Senior Chemist, WSD enquired about whether the time of berthing and unberthing "*Day @ berth*" stated in Annexes to this paper could be adjusted to "*Subject to review*" to reflect flexibility of operational needs. MO/Pilotage responded that the BGL for this dock had been operating smoothly for about half a year. Jackson Lau of HKPA supplemented that (liquid) chlorine was a type of dangerous goods. Berthing and unberthing of piloted vessels to / from SSK-TD hinged on (i) light intensity near the dock; and (ii) condition of the approach. For sake of navigational safety,

there was no night berthing for the docks west of Ma Wan. To adopt a higher safety margin, it was suggested that only day berthing be adopted for SSK-TD. Marso Law, licensed pilot was of the view that any proposal of round-the-clock berthing for this dock would need a consultancy review before implementation. Summy Chu of HKPA enquired of any contingency plan in case this dock could not be used. Ho Sing-yiu, Senior Chemist, WSD replied that there was only one designated dock (i.e. SSK-TD) for the time being for transhipment of (liquid) chlorine.

5. The Chairman supplemented that aside from navigational safety, from the point of view of port control, loading and unloading should normally be done in one go. Indeed, this dock was not supposed for berthing of big vessels; the proposed addendum to BGL should serve as an interim measure. He enquired WSD of any transportation arrangements for the long term. Ho Sing-yiu, Senior Chemist, WSD said that WSD would coordinate with the authorities concerned in Guangdong for this.
6. The Chairman continued that, berthing/unberthing to/from a pontoon was different from that to/from a dock. He proposed the general remarks “Vessel berthing/unberthing to/from barge moored at dockside” in Annexes to this paper be fine-tuned.

[Post-meeting note: The general remarks were replaced to be “Berth must be with pontoon”.]

7. After deliberations, the meeting agreed to the proposed addendum.

(b) *Pilotage Service in Mirs Bay*

8. Subsequent to para. 9 of the notes of last meeting held on 15 April 2016, the Chairman reiterated that establishment of TSS in Mirs Bay and MD’s intention of reinstating compulsory pilotage were related issues, yet neither one was the prerequisite of the other one. If both items could be implemented in tandem, there would be synergy. In case of any hiccup, TSS could still be established irrespective of provision of pilotage service in Mirs Bay.

9. Ma Kam-fai of Hong Kong Liner Shipping Association ('HKLSA') enquired whether the report of the routing study in Mirs Bay conducted by the China Waterborne Transport Research Institute of the Ministry of Transport of PRC could be released for the trade industry. The trade industry would like to know whether the report pinpointed any particular types of vessels, such as liquefied natural gas vessels, in lieu of all vessels, would require compulsory pilotage in Mirs Bay.
10. The Chairman clarified that the proposed TSS was an initiative by the Shenzhen Maritime Safety Administration (SZMSA) in consultation with MD of the Government of the Hong Kong Special Administration Region ('HKMD'), and other stakeholders. As for the intention of reinstating compulsory pilotage in Mirs Bay, the decision would solely rest with the Director of Marine *qua* Pilotage Authority upon recommendation of PAC.
11. Subsequent to para. 12 of the notes of last meeting held on 15 April 2016, the Chairman stated that in the event that the proposal of TSS might not be submitted to the International Maritime Organization for discussion in time, the proposed TSS would still be implemented as trial run.
12. SMO/VTC supplemented that the proposed TSS¹ had been refined and updated as illustrated at **Appendix** to the meeting notes.
13. Marso Law, licensed pilot gave a presentation on providing pilotage service in Mirs Bay. The title of the presentation was "Things to be done to provide pilotage service in Mirs Bay".
14. Members discussed and exchanged views, including the following –
 - (i) locations of possible pilot boarding stations (e.g. Port Island) and tentative sites as standby (e.g. Tap Mun, Ko Lau Wan and Wong Shek Pier) as proposed by Marso Law;

¹ Annex to PAC Paper No. 6/2016 'Establishment of TSS and Pilot Boarding Stations in Mirs Bay' which was endorsed at PAC meeting of 29 June 2016

- (ii) contemplation of any berthing guidelines as enquired by Cliff Chow of Hongkong Salvage & Towage;
 - (iii) arrangement for handover between Hong Kong pilots and Shenzhen pilots as enquired by Ma Kam-fai of HKLSA. Jackson Lau of HKPA also enquired how to guarantee punctuality and safety issues on handover of Hong Kong pilots and Shenzhen pilots in view of different *modi operandi* of HKPA and Shenzhen pilots;
 - (iv) transportation cost and pilotage dues – Ma Kam-fai of HKLSA enquired whether HKLSA could procure its own transportation service, such as tug service, for HKPA to provide pilotage service and what would be the implications of pilotage dues;
 - (v) timeframe of implementation as enquired by Ma Kam-fai of HKLSA; and
 - (vi) any further instruction to be given by MD to facilitate HKPA to prepare for the contingency plan as enquired by Summy Chu of HKPA.
15. The Chairman replied in general that further liaison with SZMSA would be needed to discuss, *inter alia*, handing over of pilots. Besides, MD would further liaise with HKPA to work for a tentative road map and see whether the establishment of TSS and reinstating pilotage service in Mirs Bay would be bundled in tandem to attain synergy based on Marso Law's presentation on HKPA's preparation. The possible revision of pilotage dues would involve amendment of the Pilotage (Dues) Order (Cap. 84D); this would also need thorough consultation with the industry and HKPA beforehand.
16. Marso Law, licensed pilot supplemented that HKPA would need at least one year's lead time for further thorough discussion before finalising any tender contract regarding provision of pilotage service in Mirs Bay.

IV. Any Other Business

17. The Pilotage (Amendment) Order 2016 would take effect from 23 December 2016. Members were briefed on the content contained in the new Class II pilot licence book. Upon discussion, the meeting agreed to scrap an endnote 5².

[Post-meeting note: The Secretary requested the Government Logistics Department for printing adequate copies of the licence books on 25 January 2017.]

18. Ma Kam-fai of HKLSA enquired about the dredging progress of Kwai Tsing Container Basin. The Chairman, as supplemented by the Secretary, replied that this issue would be under the purview of Port Operations Committee ('POC') which would be convened on 24 January 2017 in which one of the agenda items was on the dredging issue. A representative from HKLSA was one of the non-official members in POC.

[Post-meeting note: Marine Department Notice No. 173/2016 "Rock Excavation and Dredging Works in Kwai Tsing Container Basin" was issued on 21 December 2016.]

V. Adjournment of meeting

19. There being no other business, the meeting adjourned at 6:00 p.m.

VI. Date of next meeting

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

[Post-meeting note: The forthcoming meeting would be held on 3 January 2018.]

² Endnote 5: "管有此執照而非本執照持有人的人士，須依從領港條例(第 84 章)第 9(4)條立即將該執照存放於監督處。違者即屬犯罪，一經定罪，可處第 84 章第 9(5)條所訂的罰款。Any person other than the licence holder who comes into possession of this licence shall deposit it forthwith with the Authority as stipulated in section 9(4) of the Pilotage Ordinance (Cap.84), or else it shall constitute an offence and the offender shall be liable on conviction to a fine prescribed in section 9(5) of Cap.84."

The notes of the meeting were confirmed on 3 January 2018.

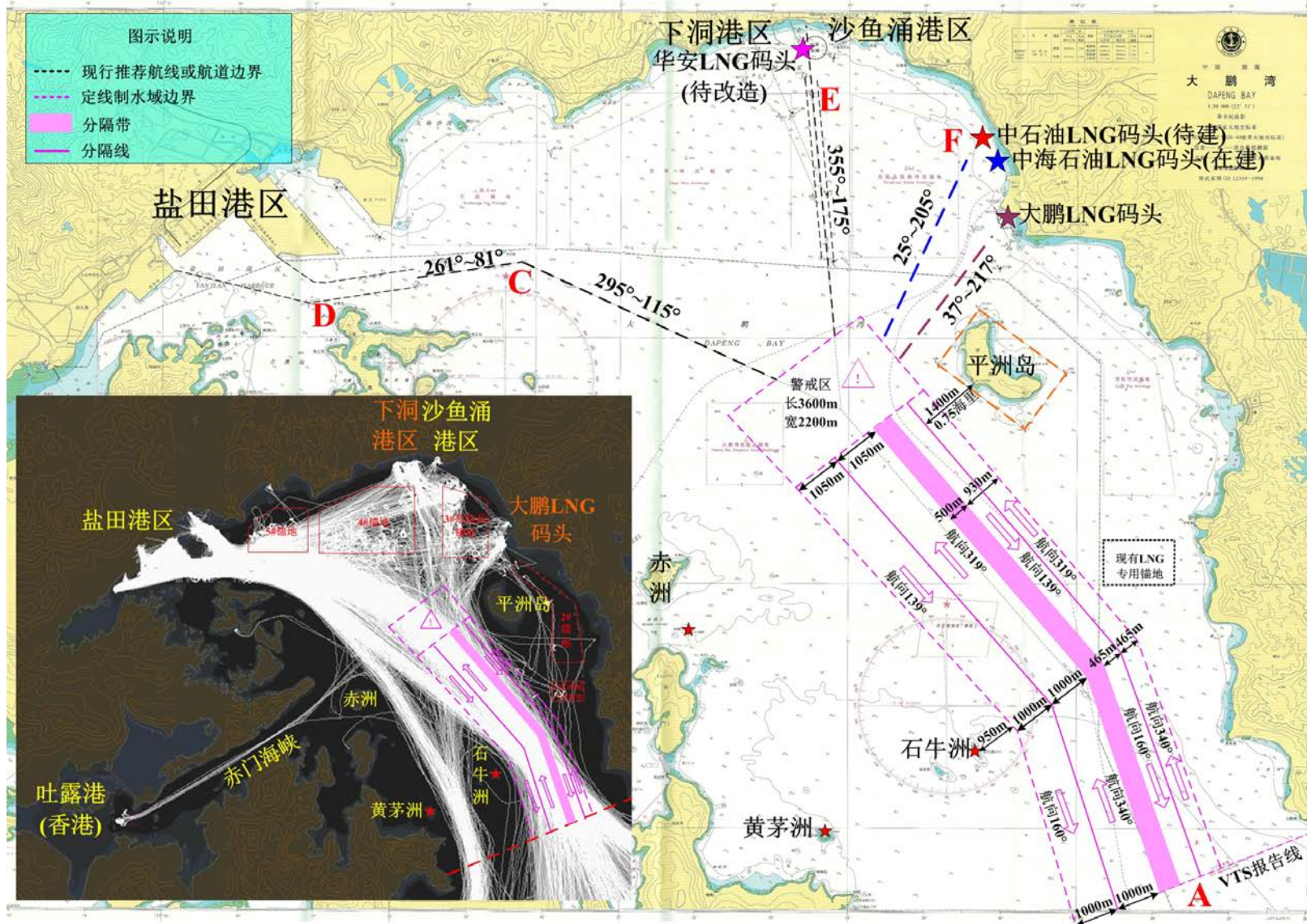
Distribution list

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c.c.

AD(PC), MD
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Committee Unit
Marine Department
Ref.: HQ/COM 928/19(8)



Proposed Traffic Separation Scheme ('TSS') in Mirs Bay